



National Transportation Safety Board Aviation Accident Data Summary

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|--------------------------------|------------------------|-------------------------|------------|
| Location: | RIVERTON, UT | Accident Number: | DEN88DTM01 |
| Date & Time: | 03/02/1988, 1115 MST | Registration: | N8073V |
| Aircraft: | CESSNA 188 | Injuries: | 1 Serious |
| Flight Conducted Under: | Part 137: Agricultural | | |

Analysis

THIS AG OPERATOR WAS FERTILIZING A FIELD. HE WAS MAKING REPETATIVE TRIPS WHICH TOOK ABOUT 10 MIN EACH. THE PLT WAS AWARE THAT THE FUEL GAUGES WERE INACCURATE, READING LESS FUEL THAN WAS ACTUALLY ONBOARD. WHILE MAKING A SWATH RUN THE ENG LOST PWR AND THE ACFT STALLED DURING THE FORCED LANDING. POST ACCIDENT EXAMINATION REVEALED THAT THERE WAS NO FUEL IN EITHER THE ACFT OR ENG FUEL SYSTEMS AND NO EVIDENCE OF FUEL SPILLAGE AROUND THE WRECKAGE.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

Findings

Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - NONMECHANICAL
Phase of Operation: MANEUVERING - AERIAL APPLICATION

Findings

1. (C) FLUID,FUEL - EXHAUSTION
 2. (C) FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
 3. (F) ENGINE INSTRUMENTS,FUEL QUANTITY GAGE - INCORRECT
 4. (F) OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - PERFORMED - PILOT IN COMMAND
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Occurrence #2: FORCED LANDING
Phase of Operation: DESCENT - EMERGENCY

Occurrence #3: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: DESCENT - EMERGENCY

Findings

5. (C) STALL/SPIN - INADVERTENT - PILOT IN COMMAND
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Occurrence #4: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Pilot Information

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|----------------------------------|---|------------------------------|----------|
| Certificate: | Commercial | Age: | 32 |
| Airplane Rating(s): | Multi-engine Land; Single-engine Land | Instrument Rating(s): | Airplane |
| Other Aircraft Rating(s): | None | Instructor Rating(s): | None |
| Flight Time: | 2619 hours (Total, all aircraft), 1284 hours (Total, this make and model), 2516 hours (Pilot In Command, all aircraft), 23 hours (Last 90 days, all aircraft), 13 hours (Last 30 days, all aircraft), 7 hours (Last 24 hours, all aircraft) | | |

Aircraft and Owner/Operator Information

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|---------------------------------------|------------------------|-----------------------------|-----------------|
| Aircraft Make: | CESSNA | Registration: | N8073V |
| Model/Series: | 188 188 | Engines: | 1 Reciprocating |
| Operator: | DAVID S. SHEPPARD | Engine Manufacturer: | CONTINENTAL |
| Operating Certificate(s) Held: | | Engine Model/Series: | IO-520-D31 |
| Flight Conducted Under: | Part 137: Agricultural | | |

Meteorological Information and Flight Plan

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|---|--------------------------|-------------------------------------|------------------------------|
| Conditions at Accident Site: | Visual Conditions | Condition of Light: | Day |
| Observation Facility, Elevation: | CDC, 4200 ft msl | Weather Information Source: | Weather Observation Facility |
| Lowest Ceiling: | Broken / 2900 ft agl | Wind Speed/Gusts, Direction: | 10 knots / , 330° |
| Temperature: | 8° C | Visibility | 7 Miles |
| Precipitation and Obscuration: | | | |
| Departure Point: | SALT LAKE CITY, UT (U42) | Destination: | |

Wreckage and Impact Information

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|-----------------------------|-----------|----------------------------|-----------|
| Crew Injuries: | 1 Serious | Aircraft Damage: | Destroyed |
| Passenger Injuries: | N/A | Aircraft Fire: | None |
| Ground Injuries: | N/A | Aircraft Explosion: | None |
| Latitude, Longitude: | | | |

Administrative Information

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| Investigator In Charge (IIC): | TODD A STEWART | Adopted Date: | 03/13/1989 |
| Investigation Docket: | NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ . | | |

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The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report.