



## National Transportation Safety Board Aviation Accident Factual Report

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<b>Location:</b>	RED LODGE, MT	<b>Accident Number:</b>	SEA95LA169
<b>Date &amp; Time:</b>	08/01/1995, 1430 MDT	<b>Registration:</b>	N1364Y
<b>Aircraft:</b>	CESSNA 172C	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 None

**Flight Conducted Under:** Part 91: General Aviation - Personal

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On August 1, 1995, at 1430 mountain daylight time, a Cessna 172C, N1364Y, collided with the terrain and nosed over during the landing roll at Red Lodge Airport, Red Lodge, Montana. Visual meteorological conditions prevailed at the time and no flight plan was filed. The airplane was substantially damaged and the private pilot and his passenger were not injured. The flight had departed from Worland, Wyoming, on August 1, 1995, at 1315, for the personal flight.

During a telephone interview and subsequent written statement, the pilot reported that he made two passes over the runway to check for the wind conditions. The pilot determined that the wind was calm and made an approach to runway 34. While on final approach, the pilot noted a truck in the middle of the runway and he opted to go-around. The pilot stated that he decided to look for a grassy area next to the runway and made an approach to the side of runway 16. During the soft field landing with 30 degrees of flaps extended and at approximately 20 to 50 feet above ground level, the pilot noticed a culvert and pulled up to go-around. The pilot stated that the airplane stalled and began to lose altitude. The pilot lowered the nose to increase airspeed, however, the nose wheel contacted the ground and the airplane nosed over.

A specialist at the Casper Automated Flight Service Station (AFSS) reported that the pilot had made contact with the facility while in-flight and requested the weather in the Red Lodge area and also requested the Worland altimeter setting. The specialist stated that the pilot did not request a full briefing, only the current weather. There is no record that the pilot obtained a pre-flight briefing prior to the flight.

A Notice to Airmen (NOTAM) was in effect for the Red Lodge Airport. The NOTAM reported that runway 16-34 was closed from August 1, 1995 at 0800, until August 3, 1995, at 0500, to spray oil on the runway. The pilot reported that he was not aware of the NOTAM.

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	54, Male
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Valid Medical--w/ waivers/lim.	<b>Last FAA Medical Exam:</b>	06/20/1995
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	584 hours (Total, all aircraft), 226 hours (Total, this make and model), 62 hours (Last 90 days, all aircraft), 16 hours (Last 30 days, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N1364Y
<b>Model/Series:</b>	172C 172C	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	17249064
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	09/30/1994, Annual	<b>Certified Max Gross Wt.:</b>	2250 lbs
<b>Time Since Last Inspection:</b>	225 Hours	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	4446 Hours	<b>Engine Manufacturer:</b>	CONTINENTAL
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	O-300-D
<b>Registered Owner:</b>	BAKER, WILLIAM G.	<b>Rated Power:</b>	145 hp
<b>Operator:</b>	BAKER, WILLIAM G.	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	40 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	Calm /	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	35° C
Precipitation and Obscuration:			
Departure Point:	WORLAND, WY (WRL)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1315 MDT	Type of Airspace:	Class G

## Airport Information

Airport:	RED LODGE (RED)	Runway Surface Type:	Asphalt
Airport Elevation:	5763 ft	Runway Surface Condition:	Dry
Runway Used:	16	IFR Approach:	None
Runway Length/Width:	4000 ft / 75 ft	VFR Approach/Landing:	Traffic Pattern

## Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	

## Administrative Information

Investigator In Charge (IIC):	DEBRA J ECKROTE
Additional Participating Persons:	ARMONDE J DEMONTIGNY; HELENA, MT
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 <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .