



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	BOZEMAN, MT	<b>Accident Number:</b>	DEN89LA114
<b>Date &amp; Time:</b>	05/03/1989, 1607 MDT	<b>Registration:</b>	N9858D
<b>Aircraft:</b>	PIPER PA-18-150	<b>Injuries:</b>	1 Minor
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Analysis

ACCORDING TO THE PLT, WHEN HE ARRIVED IN THE AREA OF THE ARPT, HE CONTACTED THE FLT SVC STATION (FSS) & WAS ADVISED THAT RWY 30 (A 9002' ASPHALT RWY) WAS ACTIVE & THAT THE WIND WAS FROM 210 DEG AT 10, GUSTING 15 KTS. THE ARPT ALSO HAD A TURF RWY (RWY 3/21) WHICH WAS 3400' LONG. THE PLT STATED THAT DRG TOUCHED DOWN ON RWY 30, A GUST OF WIND LIFTED THE LEFT WING & THE ACFT VEERED OFF THE RIGHT SIDE OF THE RWY. HE APPLIED POWER, BUT THE RIGHT WING HIT THE GROUND & THE ACFT CARTWHEELED. SHORTLY AFTER COMING TO REST, IT BEGAN BURNING & WAS DESTROYED BY FIRE.

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: IMPROPER IN-FLIGHT PLANNING/DECISION BY THE PILOT WHICH LED TO HIS FAILURE TO MAINTAIN DIRECTIONAL CONTROL DURING THE LANDING. CONTRIBUTING FACTORS WERE: USE OF AN UNFAVORABLE RUNWAY, CROSSWIND, AND GUSTS.

## Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER  
Phase of Operation: LANDING - FLARE/TOUCHDOWN

### Findings

1. (C) IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. (F) WRONG RUNWAY - SELECTED - PILOT IN COMMAND
3. (F) WEATHER CONDITION - CROSSWIND
4. (F) WEATHER CONDITION - GUSTS
5. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
6. GROUND LOOP/SWERVE - UNCONTROLLED

Occurrence #2: DRAGGED WING, ROTOR, POD, FLOAT OR TAIL/SKID  
Phase of Operation: LANDING

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	53
<b>Airplane Rating(s):</b>	Single-engine Land; Single-engine Sea	<b>Instrument Rating(s):</b>	None
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	
<b>Flight Time:</b>	1200 hours (Total, all aircraft), 1100 hours (Total, this make and model), 1200 hours (Pilot In Command, all aircraft), 8 hours (Last 90 days, all aircraft), 6 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	PIPER	<b>Registration:</b>	N9858D
<b>Model/Series:</b>	PA-18-150 PA-18-150	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	MARLAR, CHARLES H.	<b>Engine Manufacturer:</b>	LYCOMING
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	O-320-A2A
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	BZM, 4474 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	None / 0 ft agl	<b>Wind Speed/Gusts, Direction:</b>	10 knots / 15 knots, 210°
<b>Temperature:</b>	15°C	<b>Visibility</b>	30 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	MISSOULA, MT (MSO)	<b>Destination:</b>	(MSO)

## Airport Information

<b>Airport:</b>	GALLATIN FIELD (BZN)	<b>Runway Surface Type:</b>	Asphalt
<b>Runway Used:</b>	30	<b>Runway Surface Condition:</b>	Dry
<b>Runway Length/Width:</b>	9002 ft / 150 ft		

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Minor	<b>Aircraft Damage:</b>	Destroyed
<b>Passenger Injuries:</b>	N/A	<b>Aircraft Fire:</b>	On-Ground
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	On-Ground
<b>Latitude, Longitude:</b>			

## Administrative Information

Investigator In Charge (IIC): VERLIN B TRANTER

Adopted Date: 04/19/1990

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](mailto: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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