



National Transportation Safety Board Aviation Accident Final Report

Location:	WISDOM, MT	Accident Number:	DEN86LA086
Date & Time:	03/01/1986, 1100 MST	Registration:	N69043
Aircraft:	CESSNA 152	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Minor
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

THE STUDENT PLT DEPARTED MINDEN, NV ON AN UNAUTHORIZED X-CO FLT THAT TERMINATED IN THE ACCIDENT AT WISDOM, MT. DURING THE LANDING ROLL AT AN ABANDONED ARPT AT WISDOM, THE NOSE OF THE ACFT DUG INTO THE SNOW COVERED RUNWAY AND THE ACFT NOSED OVER. THE PLT RECEIVED MINOR INJURIES.

Probable Cause and Findings

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

Findings

Occurrence #1: NOSE OVER
Phase of Operation: LANDING - ROLL

Findings

1. (C) IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. (C) TERRAIN CONDITION - SNOW COVERED
3. (F) AIRPORT/FACILITIES - UNAPPROVED

Factual Information

Pilot Information

Certificate:	Student	Age:	50, Male
Airplane Rating(s):	None	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	02/20/1985
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	66 hours (Total, all aircraft), 32 hours (Total, this make and model), 29 hours (Pilot In Command, all aircraft), 18 hours (Last 90 days, all aircraft), 15 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N69043
Model/Series:	152 152	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	15282456
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	01/01/1986, Annual	Certified Max Gross Wt.:	1670 lbs
Time Since Last Inspection:	14 Hours	Engines:	1 Reciprocating
Airframe Total Time:	2115 Hours	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	O-360-A1A
Registered Owner:		Rated Power:	180 hp
Operator:	JACK AND KAY HOUK	Operating Certificate(s) Held:	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	15 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:			
Departure Point:	MINDEN, NV (415)	Type of Flight Plan Filed:	None
Destination:	WISDOM, MT (754)	Type of Clearance:	None
Departure Time:	0915 MDT	Type of Airspace:	Class G

Airport Information

Airport:	WISDOM (754)	Runway Surface Type:	Grass/turf
Airport Elevation:	6133 ft	Runway Surface Condition:	Snow-crusted
Runway Used:	1	IFR Approach:	None
Runway Length/Width:	3400 ft / 75 ft	VFR Approach/Landing:	Traffic Pattern

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	VERLIN B TRANTER	Report Date:	
Additional Participating Persons:	ALFRED A RISE; HELENA, MT		
Publish Date:			
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/ .		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

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. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).