



# National Transportation Safety Board Aviation Accident Data Summary

|                                |   |                         |            |
|--------------------------------|---|-------------------------|------------|
| <b>Location:</b>               | GREAT FALLS, MT                           | <b>Accident Number:</b> | DEN87LA027 |
| <b>Date &amp; Time:</b>        | 12/02/1986, 1347 MST                      | <b>Registration:</b>    | N4784A     |
| <b>Aircraft:</b>               | CESSNA 152A                               | <b>Injuries:</b>        | 1 None     |
| <b>Flight Conducted Under:</b> | Part 91: General Aviation - Instructional |                         |            |

## Analysis

THE STUDENT PLT WAS CLEARED TO MAKE A TOUCH-&-GO LANDING ON RWY 21. AS HE WAS LNDG, HE NOTICED THE ARRESTING BARRIER (CABLE) WAS RAISED. HE ADDED FULL PWR & PULLED BACK ON THE YOKE TO AVOID HITTING THE CABLE. THE ACFT LIFTED OFF, BUT ITS TAIL HIT THE CABLE. AT THAT TIME, THE PLT WAS UNAWARE OF ANY DAMAGE, SO HE CONTINUED FLYING (MADE A GO-AROUND). HE ADVISED TOWER PSNL THAT THE BARRIER CABLE WAS UP & THEY LOWERED THE CABLE. AFTER LANDING, AN INSPN REVEALED THE TAIL TIE-DOWN WAS MISSING & THE REAR BULKHEAD WAS PARTIALLY RIPPED OUT & BENT AGAINST THE RUDDER. ATC HANDBOOK REQUIRED TOWER PERSONNEL TO KEEP THE ARRESTING GEAR IN THE RETRACTED OR DOWN POSITION FOR NORMAL OPERATION.

## Probable Cause

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

## Findings

Occurrence #1: IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation: LANDING

### Findings

1. (C) CONTROL TOWER SERVICE - INADEQUATE - ATC PERSONNEL(LCL/GND/CLNC)
2. (F) AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - INADEQUATE
3. (C) PROCEDURES/DIRECTIVES - NOT FOLLOWED - ATC PERSONNEL(LCL/GND/CLNC)
4. REMEDIAL ACTION - ATTEMPTED - PILOT IN COMMAND
5. CLEARANCE - NOT ATTAINED
6. GO-AROUND - PERFORMED

## Pilot Information

|                                  |   |                              |      |
|----------------------------------|---|------------------------------|------|
| <b>Certificate:</b>              | Student   | <b>Age:</b>                  | 40   |
| <b>Airplane Rating(s):</b>       | Single-engine Land  | <b>Instrument Rating(s):</b> | None |
| <b>Other Aircraft Rating(s):</b> | None  | <b>Instructor Rating(s):</b> | None |
| <b>Flight Time:</b>              | 34 hours (Total, all aircraft), 32 hours (Total, this make and model), 23 hours (Pilot In Command, all aircraft), 34 hours (Last 90 days, all aircraft) |                              |      |

## Aircraft and Owner/Operator Information

|                                |   |                      |                 |
|--------------------------------|---|----------------------|-----------------|
| Aircraft Make:                 | CESSNA                                    | Registration:        | N4784A          |
| Model/Series:                  | 152A 152A                                 | Engines:             | 1 Reciprocating |
| Operator:                      | B & B AIRCRAFT                            | Engine Manufacturer: | LYCOMING        |
| Operating Certificate(s) Held: | None                                      | Engine Model/Series: | O-235-L2C       |
| Flight Conducted Under:        | Part 91: General Aviation - Instructional |                      |                 |

## Meteorological Information and Flight Plan

|                                  |                   |                              |                              |
|----------------------------------|-------------------|------------------------------|------------------------------|
| Conditions at Accident Site:     | Visual Conditions | Condition of Light:          | Day                          |
| Observation Facility, Elevation: | GTF, 3674 ft msl  | Weather Information Source:  | Weather Observation Facility |
| Lowest Ceiling:                  | None / 0 ft agl   | Wind Speed/Gusts, Direction: | 6 knots / , 350°             |
| Temperature:                     | 1°C               | Visibility                   | 20 Miles                     |
| Precipitation and Obscuration:   |                   |                              |                              |
| Departure Point:                 | Destination:      |                              |                              |

## Airport Information

|                      |                         |                           |         |
|----------------------|-------------------------|---------------------------|---------|
| Airport:             | GREAT FALLS INT'L (GTF) | Runway Surface Type:      | Asphalt |
| Runway Used:         | 21                      | Runway Surface Condition: | Dry     |
| Runway Length/Width: | 10502 ft / 150 ft       |                           |         |

## Wreckage and Impact Information

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

## Administrative Information

|                               |  |               |  |
|-------------------------------|--|---------------|--|
| Investigator In Charge (IIC): | ARNOLD W SCOTT   | Adopted 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 <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> . |               |  |

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.