



National Transportation Safety Board Aviation Accident Final Report

Location:	MANHATTAN, MT	Accident Number:	DEN85FTI01
Date & Time:	01/03/1985, 0500 MST	Registration:	N13954
Aircraft:	POLLIWAGEN 2 PLACE	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 Fatal
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

THE ACFT CRASHED IN AN OPEN FLT SHORTLY AFTER TAKEOFF AND WAS DESTROYED BY FIRE. THERE WERE NO WITNESSES TO THE ACCIDENT. THE PLT REPORTEDLY STATED HE NEEDED TO DEPART MANHATTAN BY 0500 MST TO ARRIVE IN HELENA BEFORE 0600 MST WHEN THE ATC TWR OPENED AS HIS ACFT WAS NOT RADIO EQUIPPED. THE WRECKAGE WAS DISCOVERED AT 1430 MST BY ANOTHER ACFT. THE PRIVATE AIRSTRIP AT MANHATTAN WAS NOT EQUIPPED WITH ANY RWY LIGHTING. INSPECTION OF THE ACFT AND ENG DID NOT DISCLOSE ANY MECHANICAL FAILURE/MALFUNCTION.

Probable Cause and Findings

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

Findings

Occurrence #1: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Findings

1. (C) REASON FOR OCCURRENCE UNDETERMINED

Factual Information

Pilot Information

Certificate:	Private	Age:	28, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	Helicopter	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	Yes
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	03/06/1984
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	500 hours (Total, all aircraft), 51 hours (Total, this make and model), 400 hours (Pilot In Command, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	POLLIWAGEN	Registration:	N13954
Model/Series:	2 PLACE 2 PLACE	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	Yes
Airworthiness Certificate:	Experimental	Serial Number:	
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	01/02/1985, Unknown	Certified Max Gross Wt.:	
Time Since Last Inspection:	1 Hours	Engines:	1 Reciprocating
Airframe Total Time:	51 Hours	Engine Manufacturer:	REVMASER
ELT:	Not installed	Engine Model/Series:	2100D
Registered Owner:	JAY MOLENDYK	Rated Power:	
Operator:	JAY MOLENDYK	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	BZN, 4458 ft msl	Distance from Accident Site:	8 Nautical Miles
Observation Time:	0452 MST	Direction from Accident Site:	270°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	15 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	150°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	-13°C / -16°C
Precipitation and Obscuration:			
Departure Point:	, MT	Type of Flight Plan Filed:	None
Destination:	HELENA, MT (HLN)	Type of Clearance:	None
Departure Time:	0500 MST	Type of Airspace:	Class G

Airport Information

Airport:		Runway Surface Type:	
Airport Elevation:	0 ft	Runway Surface Condition:	
Runway Used:	0	IFR Approach:	
Runway Length/Width:		VFR Approach/Landing:	

Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	N/A	Aircraft Fire:	On-Ground
Ground Injuries:	N/A	Aircraft Explosion:	On-Ground
Total Injuries:	1 Fatal	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	KENNETH E MCNEES	Report Date:	
Additional Participating Persons:	RICHARD BRODOWY; 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](#).