



National Transportation Safety Board Aviation Accident Final Report

Location:	SANTA RITA, MT	Accident Number:	DEN83LA028
Date & Time:	12/01/1982, 1000 MST	Registration:	N2066J
Aircraft:	CESSNA T188C	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None

Flight Conducted Under: Part 91: General Aviation -

Analysis

AIRCRAFT NOSED OVER DURING LANDING. AIRCRAFT WAS SWERVING LEFT AFTER BRAKE APPLICATION. MORE BRAKING WAS USED AND AIRCRAFT NOSED OVER.

Probable Cause and Findings

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

Findings

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

Findings

1. (C) BRAKES(NORMAL) - IMPROPER USE OF - PILOT IN COMMAND

Occurrence #2: NOSE OVER
Phase of Operation: LANDING - ROLL

Factual Information

Pilot Information

Certificate:	Commercial	Age:	22, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Unknown
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	12/16/1981
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	260 hours (Total, all aircraft), 7 hours (Total, this make and model), 213 hours (Pilot In Command, all aircraft), 9 hours (Last 90 days, all aircraft), 4 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N2066J
Model/Series:	T188C T188C	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:		Serial Number:	T18803356T
Landing Gear Type:	Tailwheel	Seats:	1
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	4400 lbs
Time Since Last Inspection:	50 Hours	Engines:	1 Reciprocating
Airframe Total Time:	125 Hours	Engine Manufacturer:	CONTINENTAL
ELT:	Not installed	Engine Model/Series:	TSIO-520
Registered Owner:	CUSTOM AIRE FLYING SERVICE	Rated Power:	310 hp
Operator:	CUSTOM AIRE FLYING SERVICE	Operating Certificate(s) Held:	

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:	Scattered / 3000 ft agl	Visibility	7 Miles
Lowest Ceiling:	Broken / 6000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	12 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	340°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	23° C / 0° C
Precipitation and Obscuration:			
Departure Point:	SANTA RITA, MT	Type of Flight Plan Filed:	None
Destination:	SANTA RITA, MT	Type of Clearance:	None
Departure Time:	0830	Type of Airspace:	

Airport Information

Airport:	SANTA RITA	Runway Surface Type:	Dirt
Airport Elevation:	0 ft	Runway Surface Condition:	Dry
Runway Used:	34	IFR Approach:	
Runway Length/Width:	2500 ft / 40 ft	VFR Approach/Landing:	Straight-in

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
Total Injuries:	1 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	Report Date:	12/01/1983
Additional Participating Persons:		
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](#).