



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	SANTA RITA, MT	<b>Accident Number:</b>	DEN83LA028
<b>Date &amp; Time:</b>	12/01/1982, 1000 MST	<b>Registration:</b>	N2066J
<b>Aircraft:</b>	CESSNA T188C	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	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

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

## Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	22
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Instrument Rating(s):</b>	Airplane
<b>Other Aircraft Rating(s):</b>		<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	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

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N2066J
<b>Model/Series:</b>	T188C T188C	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	CUSTOM AIRE FLYING SERVICE	<b>Engine Manufacturer:</b>	CONTINENTAL
<b>Operating Certificate(s) Held:</b>		<b>Engine Model/Series:</b>	TSIO-520
<b>Flight Conducted Under:</b>	Part 91: General Aviation -		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	, 0 ft msl	<b>Weather Information Source:</b>	Unknown
<b>Lowest Ceiling:</b>	Broken / 6000 ft agl	<b>Wind Speed/Gusts, Direction:</b>	12 knots / , 340°
<b>Temperature:</b>	23° C	<b>Visibility</b>	7 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	SANTA RITA, MT	<b>Destination:</b>	SANTA RITA, MT

## Airport Information

<b>Airport:</b>	SANTA RITA	<b>Runway Surface Type:</b>	Dirt
<b>Runway Used:</b>	34	<b>Runway Surface Condition:</b>	Dry
<b>Runway Length/Width:</b>	2500 ft / 40 ft		

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	N/A	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None

Latitude, Longitude:

## Administrative Information

<b>Investigator In Charge (IIC):</b>	<b>Adopted Date:</b>	12/01/1983
<b>Investigation Docket:</b>	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.