



National Transportation Safety Board Aviation Accident Final Report

Location:	Augusta, MT	Accident Number:	SEA05LA002
Date & Time:	10/02/2004, 0955 MDT	Registration:	N3086R
Aircraft:	Cessna 150G	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 Minor
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

Shortly after takeoff the airplane collided with trees and rising terrain. In a written statement the pilot reported the airplane collided with trees and rising terrain after departing runway 12. He reported that the airplane cleared trees (approximately 50 feet in height) located at the end of the departure runway, however, the aircraft made contact with multiple trees and rising terrain beyond the departure end of the runway. The pilot stated "we hit trees for 150 yards before slowing enough to hit the ground." The published airport elevation for Benchmark is 5,434 feet MSL. No mechanical malfunctions or failures that may have contributed to the accident were reported.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to maintain adequate obstacle clearance which resulted in the in-flight collision with rising terrain. Trees and rising terrain are factors in the accident.

Findings

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

Findings

1. (F) OBJECT - TREE(S)
 2. (C) CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
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Occurrence #2: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: DESCENT - UNCONTROLLED

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Findings

3. TERRAIN CONDITION - GROUND

Factual Information

On October 2, 2004, about 0955 mountain daylight time, a Cessna 150G airplane, N3086R, sustained substantial damage after colliding with trees and terrain shortly after takeoff from the Benchmark Airport (3U7), Augusta, Montana. The airplane is owned by the passenger and was being operated as a visual flight rules (VFR) personal/pleasure flight under Title 14, CFR Part 91, when the accident occurred. The private pilot and passenger sustained minor injuries in the accident. Visual meteorological conditions prevailed, and no flight plan was filed for the flight.

In a written statement the pilot reported the airplane collided with trees and rising terrain shortly after departing runway 12 at Benchmark. The pilot reported the airplane cleared trees (approximately 50 feet in height) located at the end of the departure runway, however, the aircraft made contact with multiple trees and rising terrain beyond the departure end of the runway. The pilot stated "we hit trees for 150 yards before slowing enough to hit the ground."

The published airport elevation for Benchmark is 5,434 feet MSL.

The pilot reported that the outside air temperature at the time of the accident was 34 degrees Fahrenheit.

No mechanical malfunctions or failures that may have contributed to the accident were reported.

Pilot Information

Certificate:	Private	Age:	57, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
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:	05/08/2003
Occupational Pilot:		Last Flight Review or Equivalent:	08/12/2004
Flight Time:	359 hours (Total, all aircraft), 10 hours (Total, this make and model), 359 hours (Pilot In Command, all aircraft), 32 hours (Last 90 days, all aircraft), 12 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N3086R
Model/Series:	150G	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Utility	Serial Number:	15066986
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	Annual	Certified Max Gross Wt.:	1600 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Continental
ELT:	Installed, activated, aided in locating accident	Engine Model/Series:	O-200
Registered Owner:	Frank Schuler	Rated Power:	100 hp
Operator:	Terry Gollehon	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	10 Miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	Calm /	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	1 °C
Precipitation and Obscuration:			
Departure Point:	Augusta, MT (3U7)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	MDT	Type of Airspace:	Class G

Airport Information

Airport:	AUGUSTA (3U5)	Runway Surface Type:	Asphalt
Airport Elevation:	5434 ft	Runway Surface Condition:	Dry
Runway Used:	12	IFR Approach:	None
Runway Length/Width:	6000 ft / 100 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	1 Minor	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Minor	Latitude, Longitude:	47.481389, -112.869722

Administrative Information

Investigator In Charge (IIC):	Dennis J Hogenson	Report Date:	04/28/2005
Additional Participating Persons:	Dean W Allport; FAA FSDO; 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/ .		

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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](#).