



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	Belle Fourche, SD	<b>Accident Number:</b>	CHI05CA040
<b>Date &amp; Time:</b>	12/03/2004, 1910 MST	<b>Registration:</b>	N21213
<b>Aircraft:</b>	Cessna 182P	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	3 Minor, 1 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## Analysis

The airplane bounced and then veered off the eastern edge of the runway during landing following a visual approach to the airport. The airplane then impacted terrain and a cement culvert. Night visual meteorological conditions with a gusting crosswind prevailed at the time of the accident. The pilot stated that the landing light ceased to operate during the approach, and he could not get the instrument panel lights to operate. The flashlight that a passenger used ceased to operate after the reported instrument panel light(s) ceased to operate. The pilot stated that after the airplane touched down, he rolled the yoke level and pulled back. A gust of wind "quickly" moved the airplane off the runway. Inspection of the airplane revealed the flaps were extended 30 degrees, and the rear passenger seats were not equipped with shoulder harnesses. Postaccident operation of the landing/instrument panel light(s), for about 30 seconds, noted that none of the instrument panel light(s) illuminated, the overhead light(s) illuminated, and the landing light illuminated. No circuit breakers tripped during this operation. The pilot had a total flight time of 69 hours, of which 22 hours were in the accident airplane. He did not have any night flying time in the accident airplane. The pilot's airman medical certificate had the following limitation: "not valid for night flight or by color signal control."

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's inadequate compensation for wind conditions and his failure to maintain directional control. Contributing factors were the gusting crosswind, the pilot's lack of night flying of experience, the inoperative instrument lights, and the night conditions.

## Findings

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Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER

Phase of Operation: LANDING - ROLL

### Findings

1. (F) WEATHER CONDITION - CROSSWIND
2. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
3. (F) LACK OF RECENT EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND
4. (F) WEATHER CONDITION - GUSTS
5. (C) COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
6. LACK OF CERTIFICATION - PILOT IN COMMAND
7. (F) LIGHT CONDITION - NIGHT
8. (F) INSTRUMENT LIGHT(S) - INOPERATIVE
9. MISC EQPT/FURNISHINGS, SHOULDER HARNESS - NOT INSTALLED

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Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER

Phase of Operation: LANDING - ROLL

### Findings

10. (F) TERRAIN CONDITION - OTHER

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Occurrence #3: ON GROUND/WATER COLLISION WITH OBJECT

Phase of Operation: LANDING - ROLL

### Findings

11. (F) OBJECT - OTHER

## Factual Information

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	32, Male
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Seat Occupied:</b>	
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt, Shoulder harness
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	
<b>Instructor Rating(s):</b>		<b>Toxicology Performed:</b>	
<b>Medical Certification:</b>	Class 3	<b>Last FAA Medical Exam:</b>	09/14/2004
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	69 hours (Total, all aircraft), 22 hours (Total, this make and model), 69 hours (Last 90 days, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	N21213
<b>Model/Series:</b>	182P	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	18261492
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	
<b>Date/Type of Last Inspection:</b>		<b>Certified Max Gross Wt.:</b>	
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	Continental
<b>ELT:</b>	Installed, activated, did not aid in locating accident	<b>Engine Model/Series:</b>	O-470
<b>Registered Owner:</b>	Craig E Tankersley	<b>Rated Power:</b>	
<b>Operator:</b>	Aero Flight Training	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	RAP, 3150 ft msl	Distance from Accident Site:	49 Nautical Miles
Observation Time:	1852 MST	Direction from Accident Site:	145°
Lowest Cloud Condition:	Clear	Visibility	10 Miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	210°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.7 inches Hg	Temperature/Dew Point:	3° C / -6° C
Precipitation and Obscuration:			
Departure Point:	Denver, CO (FTG)	Type of Flight Plan Filed:	None
Destination:	Belle Fourche, SD (EFC)	Type of Clearance:	VFR
Departure Time:		Type of Airspace:	Class G

## Airport Information

Airport:	Belle Fourche Municipal Airpor (EFC)	Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	32	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	

## Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	3 Minor	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	
Total Injuries:	3 Minor, 1 None	Latitude, Longitude:	44.734167, -103.861944

## Administrative Information

Investigator In Charge (IIC):	Mitchell F Gallo	Report Date:	02/24/2005
Additional Participating Persons:			
Publish Date:			
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.		
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> .		

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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](#).