



National Transportation Safety Board Aviation Accident Final Report

Location:	Denton, MT	Accident Number:	LAX07CA183
Date & Time:	06/01/2007, 1745 MDT	Registration:	N9RB
Aircraft:	Cessna 210F	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

While executing an aborted landing, the nose wheel of the airplane snagged a barbed wire fence and the airplane nosed over on its back. The pilot stated that he arrived over the destination airport and circled to check the grass strip for obstructions and general field conditions. Satisfied with the appearance of the runway he decided to land. Towards the end of the landing rollout he felt that the tires were sinking and dragging excessively. Fearing getting stuck, he elected to abort the landing and continue with a takeoff. After liftoff, the airplane failed to clear a barbed wire fence at the end of the runway and the nose landing gear tire snagged the fence and the airplane nosed over on its back. The pilot stated that the airplane and engine had no mechanical failures or malfunctions during the flight.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's decision to abort the landing with insufficient runway available to guarantee obstruction clearance.

Findings

Occurrence #1: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: LANDING - ABORTED

Findings

1. (F) OBJECT - FENCE
2. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SHORT RUNWAY/LANDING AREA
3. (C) IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND
4. (C) ABORTED LANDING - ATTEMPTED - PILOT IN COMMAND

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

Findings

5. TERRAIN CONDITION - CROP

Factual Information

Pilot Information

Certificate:	Private	Age:	71, Male
Airplane Rating(s):	Single-engine Land; Single-engine Sea	Seat Occupied:	
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	None	Second Pilot Present:	
Instructor Rating(s):		Toxicology Performed:	
Medical Certification:	Class 3	Last FAA Medical Exam:	05/01/2006
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	1204 hours (Total, all aircraft), 753 hours (Total, this make and model), 21 hours (Last 90 days, all aircraft), 11 hours (Last 30 days, all aircraft)		

Co-Pilot Information

Certificate:	Airline Transport; Flight Instructor	Age:	64, Male
Airplane Rating(s):	Multi-engine Land; Multi-engine Sea; Single-engine Land; Single-engine Sea	Seat Occupied:	
Other Aircraft Rating(s):	Glider	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	
Instructor Rating(s):		Toxicology Performed:	
Medical Certification:	Class 2	Last FAA Medical Exam:	10/01/2006
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	6700 hours (Total, all aircraft), 200 hours (Total, this make and model), 70 hours (Last 90 days, all aircraft), 20 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N9RB
Model/Series:	210F	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	21058776
Landing Gear Type:	Retractable - Tricycle	Seats:	
Date/Type of Last Inspection:		Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Continental
ELT:		Engine Model/Series:	IO-520-A
Registered Owner:	William Booty	Rated Power:	
Operator:	William Booty	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	20 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:	16° C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Hinsdale, MT (6U5)	Type of Flight Plan Filed:	None
Destination:	Denton, MT (5U0)	Type of Clearance:	None
Departure Time:	1700 MDT	Type of Airspace:	

Airport Information

Airport:	Denton Airport (5U0)	Runway Surface Type:	Grass/turf
Airport Elevation:		Runway Surface Condition:	Dry; Soft
Runway Used:	27	IFR Approach:	None
Runway Length/Width:	2550 ft / 180 ft	VFR Approach/Landing:	Go Around

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	
Total Injuries:	2 None	Latitude, Longitude:	47.320833, -109.941944

Administrative Information

Investigator In Charge (IIC): Van S McKenny **Report Date:** 07/25/2007

Additional Participating Persons: Floyd A Dockum; Federal Aviation Administration; Helena, MT

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 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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