



National Transportation Safety Board Aviation Accident Data Summary

Location:	Denton, MT	Accident Number:	LAX07CA183
Date & Time:	06/01/2007, 1745 MDT	Registration:	N9RB
Aircraft:	Cessna 210F	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

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

Findings

5. TERRAIN CONDITION - CROP

Pilot Information

Certificate:	Private	Age:	71
Airplane Rating(s):	Single-engine Land; Single-engine Sea	Instrument Rating(s):	None
Other Aircraft Rating(s):	None	Instructor Rating(s):	
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
Airplane Rating(s):	Multi-engine Land; Multi-engine Sea; Single-engine Land; Single-engine Sea	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	Glider	Instructor Rating(s):	
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 Manufacturer:	Cessna	Registration:	N9RB
Model/Series:	210F	Engines:	1 Reciprocating
Operator:	William Booty	Engine Manufacturer:	Continental
Air Carrier Operating Certificate:	None	Engine Model/Series:	IO-520-A
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Observation Facility, Elevation:		Weather Information Source:	Pilot
Conditions at Accident Site:	Visual Conditions	Lowest Ceiling:	None
Condition of Light:	Day	Wind Speed/Gusts, Direction:	Calm
Temperature:	16°C	Visibility	20 Miles
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Hinsdale, MT (6U5)	Destination:	Denton, MT (5U0)

Airport Information

Airport:	Denton Airport (5U0)	Runway Surface Type:	Grass/turf
Runway Used:	27	Runway Surface Condition:	Dry; Soft
Runway Length/Width:	2550 ft / 180 ft		

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	Van S McKenny	Adopted Date:	07/25/2007
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/ .		

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.