



Aviation Investigation Final Report

Location:	BRIDGEPORT, Nebraska	Accident Number:	CHI93LA092
Date & Time:	February 21, 1993, 10:00 Local	Registration:	N252W
Aircraft:	CESSNA 185F	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PRIVATE RANCH AIRSTRIP HAD BEEN 'BLADED' FOR SNOW REMOVAL. THE PILOT STATED THAT DURING THE LANDING ROLL THE LEFT MAIN GEAR CONTACTED A SNOWBANK ALONG THE EDGE OF THE CLEAR AREA. THE AIRPLANE VEERED TO THE LEFT WHERE IT CONTACTED DEEPER SNOW AND NOSED OVER.

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 PROPER RUNWAY ALIGNMENT DURING THE LANDING ROLL.

Findings

Occurrence #1: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: LANDING - ROLL

Findings

1. (F) TERRAIN CONDITION - SNOWBANK
 2. (C) PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
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Occurrence #2: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: LANDING - ROLL

Findings

3. GROUND LOOP/SWERVE

Occurrence #3: NOSE OVER

Phase of Operation: LANDING - ROLL

Factual Information

Pilot Information

Certificate:	Commercial; Flight instructor	Age:	49, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane single-engine	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	March 21, 1992
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	7809 hours (Total, all aircraft), 180 hours (Total, this make and model), 7386 hours (Pilot In Command, all aircraft), 48 hours (Last 90 days, all aircraft), 32 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N252W
Model/Series:	185F 185F	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	18503687
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	September 22, 1992 Annual	Certified Max Gross Wt.:	3380 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	CONTINENTAL
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	IO-520-D
Registered Owner:	GAROLD N. BATTERMAN	Rated Power:	300 Horsepower
Operator:	GAROLD N. BATTERMAN	Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	AIA ,3929 ft msl	Distance from Accident Site:	32 Nautical Miles
Observation Time:	10:50 Local	Direction from Accident Site:	20°
Lowest Cloud Condition:	Scattered / 2000 ft AGL	Visibility	15 miles
Lowest Ceiling:	Broken / 10000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	140°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	-14°C / -16°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	BROADWATER , NE	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	09:45 Local	Type of Airspace:	Class G

Airport Information

Airport:	LINDBERG RANCH PVT	Runway Surface Type:	Grass/turf
Airport Elevation:	3750 ft msl	Runway Surface Condition:	Snow
Runway Used:	0	IFR Approach:	None
Runway Length/Width:	2300 ft / 75 ft	VFR Approach/Landing:	Full stop

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	41.660362,-103.090614(est)

Administrative Information

Investigator In Charge (IIC):	Sullivan, Pamela
Additional Participating Persons:	ROBERT BOTTOM; LINCOLN , NE
Original Publish Date:	October 25, 1993
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=15669

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The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).