



Aviation Investigation Final Report

Location:	MINOT, North Dakota	Accident Number:	DEN83LA179
Date & Time:	July 30, 1983, 10:16 Local	Registration:	CFTGG
Aircraft:	CESSNA 305A	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE ACFT SWERVED OFF THE RWY INTO A DITCH AFTER BOUNCING DURING LANDING. THE PILOT SAID HE WAS CLEARED TO LAND ON RWY 13 THE WINDS WERE FROM 290 DEGREES AT 4 KTS. THE PILOT SAID A GUST OF WIND (NONE REPORTED) HIT THE ACFT DURING FLARE FOR A 2 POINT LANDING. THE ACFT BALLOONED INTO THE AIR AND WHEN IT CAME DOWN IT VEERED TO THE RIGHT. POWER WAS APPLIED FOR A GO-AROUND BUT THE ACFT CONTINUED OFF THE RWY. THE ACFT MAIN GEAR HIT A DRAINAGE DITCH 60 FT FROM THE RWY. THE ACFT GROUNDLOOPEd FURTHER AND CAME TO A STOP. THE PILOT SAID THE TWR CHANGED THE RWY TO 31 AFTER THE ACCIDENT.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

1. (F) WEATHER CONDITION - TAILWIND
2. (C) FLARE - IMPROPER - PILOT IN COMMAND
3. (C) RECOVERY FROM BOUNCED LANDING - INADEQUATE - PILOT IN COMMAND
4. (C) DIRECTIONAL CONTROL - NOT OBTAINED - PILOT IN COMMAND

5. (C) GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND

6. (C) GO-AROUND - DELAYED - PILOT IN COMMAND

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

Phase of Operation: LANDING - ROLL

Findings

7. (F) TERRAIN CONDITION - DITCH

Factual Information

Pilot Information

Certificate:	Private	Age:	55, Male
Airplane Rating(s):	Single-engine land; Multi-engine sea	Seat Occupied:	Center
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	May 9, 1983
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	604 hours (Total, all aircraft), 50 hours (Total, this make and model), 565 hours (Pilot In Command, all aircraft), 39 hours (Last 90 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	CFTGG
Model/Series:	305A 305A	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	August 15, 1983 100 hour	Certified Max Gross Wt.:	2100 lbs
Time Since Last Inspection:	10 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	9100 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, activated	Engine Model/Series:	O-470-11
Registered Owner:	DR. TALIBI	Rated Power:	
Operator:		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:	MOT ,1715 ft msl	Distance from Accident Site:	
Observation Time:	10:16 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Scattered / 5000 ft AGL	Visibility	15 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	290°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	23°C / 18°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	REGINA	Type of Flight Plan Filed:	VFR
Destination:	MINOT , ND (MOT)	Type of Clearance:	None
Departure Time:	00:00 Local	Type of Airspace:	Class D

Airport Information

Airport:	MINOT INTERNATIONAL MOT	Runway Surface Type:	Asphalt
Airport Elevation:	1715 ft msl	Runway Surface Condition:	Dry
Runway Used:	13	IFR Approach:	None
Runway Length/Width:	7493 ft / 150 ft	VFR Approach/Landing:	Full stop;Straight-in

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	48.230991,-101.290031(est)

Administrative Information

Investigator In Charge (IIC): Winningham, Fred

**Additional Participating
Persons:**

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=16129>

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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](#).