



Aviation Investigation Final Report

Location:	BOZEMAN, Montana	Accident Number:	DEN86LA100
Date & Time:	March 14, 1986, 12:30 Local	Registration:	N4984Q
Aircraft:	CESSNA A185F	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

ACCORDING TO THE PLT, SHORTLY AFTER TOUCHDOWN, THE RIGHT WING CAME UP AND THE ACFT SEEMED TO BE PUSHED TO THE LEFT. THE PLT SAID BEFORE HE REGAINED CONTROL, THE LEFT WING AND HORIZONTAL STABILIZER CONTACTED THE GROUND. THE PLT LATER LEARNED THAT A BOEING 767 HAD BEEN DOING LANDINGS AND MAY HAVE GENERATED VORTICES.

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 - ROLL

Findings

1. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: LANDING - ROLL

Factual Information

Pilot Information

Certificate:	Private	Age:	38, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	January 10, 1986
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	320 hours (Total, all aircraft), 19 hours (Total, this make and model), 293 hours (Pilot In Command, all aircraft), 9 hours (Last 90 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N4984Q
Model/Series:	A185F A185F	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	18503595
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	January 22, 1986 Annual	Certified Max Gross Wt.:	3350 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	397 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	IO-520-D
Registered Owner:		Rated Power:	300 Horsepower
Operator:	ROBERT E. EBELING	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:	BZN ,4458 ft msl	Distance from Accident Site:	
Observation Time:	11:50 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Scattered / 4500 ft AGL	Visibility	30 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	270°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	6°C / -3°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	GERALDINE , MT	Type of Flight Plan Filed:	VFR
Destination:		Type of Clearance:	None
Departure Time:	11:30 Local	Type of Airspace:	Class D

Airport Information

Airport:	GALLATIN FLD. BZN	Runway Surface Type:	Asphalt
Airport Elevation:	4458 ft msl	Runway Surface Condition:	Dry
Runway Used:	12	IFR Approach:	None
Runway Length/Width:	9002 ft / 150 ft	VFR Approach/Landing:	Full stop;Traffic pattern

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:	45.770133,-110.929679(est)

Administrative Information

Investigator In Charge (IIC):	Mickle, Ronald
Additional Participating Persons:	PAUL FLOOD; HELENA , MT
Original Publish Date:	
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=16937

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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](#).