



Aviation Investigation Final Report

Location:	GRASSY BUTTE, North Dakota	Accident Number:	DEN87LA228
Date & Time:	August 28, 1987, 18:00 Local	Registration:	N2413C
Aircraft:	CESSNA 180	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Minor, 2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

N2413C, A CESSNA 180, WAS LANDING IN TEDDY ROOSEVELT NATIONAL PARK WHERE THE PLT AND HIS PASSENGERS INTENDED TO HUNT DEER. A FLAT, GRASSY AREA ON A RIDGE WAS SELECTED FOR LANDING. THE AREA WAS CHECKED AND MARKED OFF BY FRIENDS OF THE PLT BEFORE THE LANDING ATTEMPT; HOWEVER, THE PLT SAID THE MARKED AREA WAS SHORTER THAN HE HAD REQUESTED. DURING THE LANDING ROLL THE ACFT ENCOUNTERED A DROP OFF AND THE RT MLG COLLAPSED RESULTING IN DAMAGE TO THE FIREWALL AND RT WING.

Probable Cause and Findings

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

Findings

Occurrence #1: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER

Phase of Operation: LANDING - ROLL

Findings

1. (F) TERRAIN CONDITION - ROUGH/UNEVEN
2. (C) PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. (C) UNSUITABLE TERRAIN OR TAKEOFF/LANDING/TAXI AREA - SELECTED - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Private	Age:	52, 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 16, 1986
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	510 hours (Total, all aircraft), 124 hours (Total, this make and model), 486 hours (Pilot In Command, all aircraft), 60 hours (Last 90 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N2413C
Model/Series:	180 180	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	30713
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	September 5, 1986 Annual	Certified Max Gross Wt.:	2550 lbs
Time Since Last Inspection:	130 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	3650 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	O-470-A
Registered Owner:	TERRY L. BELZER	Rated Power:	225 Horsepower
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:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	30 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	170°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	26°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	CANDO, ND (9D7)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	17:20 Local	Type of Airspace:	Class G

Airport Information

Airport:		Runway Surface Type:	Grass/turf
Airport Elevation:	0 ft msl	Runway Surface Condition:	Dry
Runway Used:	0	IFR Approach:	None
Runway Length/Width:	0 ft / 0 ft	VFR Approach/Landing:	Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	2 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor, 2 None	Latitude, Longitude:	47.399726,-103.250442(est)

Administrative Information

Investigator In Charge (IIC):	Johnson, Robert
Additional Participating Persons:	J AADLAND; FARGO , ND
Original Publish Date:	August 31, 1988
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=17303

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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](#).