



# Aviation Investigation Final Report

<b>Location:</b>	OPHEIM, Montana	<b>Accident Number:</b>	DEN90LA014
<b>Date &amp; Time:</b>	October 27, 1989, 12:30 Local	<b>Registration:</b>	N33211
<b>Aircraft:</b>	CESSNA 206F	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

THE PILOT STATED HE AND THE PAX WERE EN ROUTE TO OPEIM, MT, WHEN HE EXPERIENCED AN ENGINE FAILURE. HE EXECUTED AN EMERGENCY LANDING IN AN OPEN FIELD AND THE AIRPLANE NOSED OVER. POSTACCIDENT EXAMINATION OF THE ENGINE REVEALED NO EVIDENCE OF A MECHANICAL MALFUNCTION OR FAILURE THAT WOULD HAVE PREVENTED NORMAL ENGINE OPERATION. SEVERAL 'SPENT' RIFLE CARTRIDGES WERE FOUND IN THE AIRPLANE. EXAMINATION OF THE AIRPLANE REVEALED THE FLAPS WERE IN THE UP POSITION AT THE TIME OF IMPACT. THE IMPACT MARKS REVEALED THE AIRPLANE TOUCHED DOWN, STRUCK A RAVINE, BECAME AIRBORNE AND IMPACTED THE UPHILL SIDE OF THE RAVINE BEFORE NOSING OVER.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: PILOT'S FAILURE TO MAINTAIN TERRAIN CLEARANCE WHILE EXECUTING A LOW PASS.

### Findings

Occurrence #1: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: MANEUVERING

#### Findings

1. (F) LOW PASS - ATTEMPTED - PILOT IN COMMAND
2. TERRAIN CONDITION - MOUNTAINOUS/HILLY

3. (C) CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
4. DIVERTED ATTENTION - PILOT IN COMMAND
5. TERRAIN CONDITION - RAVINE

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Occurrence #2: NOSE OVER  
Phase of Operation: OTHER

## Factual Information

### Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	43, Male
<b>Airplane Rating(s):</b>	Single-engine land; Single-engine sea	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	Glider	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	Yes
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	February 16, 1989
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	4000 hours (Total, all aircraft), 1100 hours (Total, this make and model), 4000 hours (Pilot In Command, all aircraft), 200 hours (Last 90 days, all aircraft), 100 hours (Last 30 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N33211
<b>Model/Series:</b>	206F 206F	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	U2060271
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	6
<b>Date/Type of Last Inspection:</b>	October 30, 1989 Annual	<b>Certified Max Gross Wt.:</b>	3600 lbs
<b>Time Since Last Inspection:</b>	40 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	3807 Hrs	<b>Engine Manufacturer:</b>	CONTINENTAL
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	IO-520-A
<b>Registered Owner:</b>	PRUNTY, THOMAS J.	<b>Rated Power:</b>	285 Horsepower
<b>Operator:</b>		<b>Operating Certificate(s) Held:</b>	None
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>		<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>		<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	50 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	10 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	360°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>		<b>Temperature/Dew Point:</b>	10°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	GLASCOW , MT (GGW )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	OPHEIM , MT (500 )	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	12:00 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>		<b>Runway Surface Type:</b>	
<b>Airport Elevation:</b>		<b>Runway Surface Condition:</b>	
<b>Runway Used:</b>	0	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>		<b>VFR Approach/Landing:</b>	Forced landing

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	2 None	<b>Latitude, Longitude:</b>	48.870342,-106.559982(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Feith, Gregory
<b>Additional Participating Persons:</b>	PAUL KILMER; HELENA , MT
<b>Original Publish Date:</b>	June 25, 1992
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	
<b>Investigation Docket:</b>	<a href="https://data.ntsb.gov/Docket?ProjectID=17862">https://data.ntsb.gov/Docket?ProjectID=17862</a>

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