



Aviation Investigation Final Report

Location:	HAUGAN, Montana	Accident Number:	DEN90LA052
Date & Time:	February 8, 1990, 08:30 Local	Registration:	N9342T
Aircraft:	CESSNA 180C	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PILOT LANDED ON THE HIGHWAY THE NIGHT BEFORE DUE TO BAD WEATHER CONDITIONS ENCOUNTERED EN ROUTE. HE ATTEMPTED TO TAKEOFF ON THE SNOW COVERED HIGHWAY THE NEXT MORNING. THE PILOT COULD NOT MAINTAIN DIRECTIONAL CONTROL DURING THE GROUND RUN AND THE AIRCRAFT COLLIDED WITH A SNOW BANK ON THE LEFT SIDE OF THE ROAD, THEN NOSED OVER.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE FAILURE OF THE PILOT TO MAINTAIN DIRECTIONAL CONTROL DURING THE TAKEOFF ATTEMPT. A FACTOR IN THE ACCIDENT WAS THE ICY, SNOW COVERED CONDITION OF THE TAKEOFF AREA.

Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: TAKEOFF - ROLL/RUN

Findings

1. (F) TERRAIN CONDITION - ICY
2. (F) TERRAIN CONDITION - SNOW COVERED
3. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
4. (C) GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND

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

Findings

5. TERRAIN CONDITION - SNOWBANK

Occurrence #3: NOSE OVER
Phase of Operation: TAKEOFF - ROLL/RUN

Factual Information

Pilot Information

Certificate:	Private	Age:	35,U
Airplane Rating(s):	Single-engine land	Seat Occupied:	Unknown
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Unknown Unknown	Last FAA Medical Exam:	
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	479 hours (Total, all aircraft), 182 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N9342T
Model/Series:	180C 180C	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:		Serial Number:	
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	2650 lbs
Time Since Last Inspection:	0 Hrs	Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	CONTINENTAL
ELT:	Installed, activated	Engine Model/Series:	O-470-L
Registered Owner:		Rated Power:	230 Horsepower
Operator:	GREGORY L. MORRIS	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:	08:30 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Scattered / 14000 ft AGL	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	-18°C / -18°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	(NONE)	Type of Flight Plan Filed:	None
Destination:	KELLOG , ID (S83)	Type of Clearance:	None
Departure Time:	00:00 Local	Type of Airspace:	

Airport Information

Airport:		Runway Surface Type:	
Airport Elevation:	0 ft msl	Runway Surface Condition:	
Runway Used:	0	IFR Approach:	
Runway Length/Width:	0 ft / 0 ft	VFR Approach/Landing:	None

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:	47.309982,-115.139533(est)

Administrative Information

Investigator In Charge (IIC): Collins, Robert

Additional Participating Persons:

Original Publish Date: December 30, 1992

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=17889>

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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](#).