



Aviation Investigation Final Report

Location:	BOTTINEAU, North Dakota	Accident Number:	CHI98LA348
Date & Time:	September 3, 1998, 20:00 Local	Registration:	N1005F
Aircraft:	Cessna A185F	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot was circling over his father's house when the engine 'experienced a power shortage.' He made a precautionary landing in a field during which time the 'tail came up', the propeller contacted the ground, and the airplane nosed over. The pilot stated the engine may have been running rough because he did not enrich the mixture after having leaned it at 5,000 feet. The airplane touched down 1/2 way down the 1,000 foot long field and traveled about 150 feet prior to nosing over. There were no tail wheel tracks during the time the airplane was on the ground. The pilot had been known to land in this field in the past.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The partial loss of engine power for undetermined reasons, and the pilot's excessive use of brake pressure which resulted in the aircraft nosing over..

Findings

Occurrence #1: LOSS OF ENGINE POWER
Phase of Operation: MANEUVERING

Findings

1. REASON FOR OCCURRENCE UNDETERMINED

Occurrence #2: NOSE OVER

Phase of Operation: LANDING - ROLL

Findings

2. PRECAUTIONARY LANDING - INITIATED - PILOT IN COMMAND
3. (C) BRAKES(NORMAL) - EXCESSIVE - PILOT IN COMMAND

Factual Information

On September 3, 1998, at 2000 central daylight time (cdt) a Cessna 185F, N1005F, operated by a private pilot nosed over during an off airport precautionary landing in Bottineau, North Dakota. The pilot was not injured and the airplane was substantially damaged. The 14 CFR Part 91 personal flight was operating in visual meteorological conditions without a flight plan. The flight originated from the Bottineau Municipal Airport, Bottineau, North Dakota, at 1900 cdt.

The pilot reported that he had performed some takeoffs and landings prior to practicing stalls and slow flight at an altitude of 5,000 feet mean sea level. He stated he then practiced "power off landings" prior to heading west of Bottineau. The pilot reported he flew over his father's residence and while circling the engine "experienced a power shortage." He reported that he made a precautionary landing in a field during which time the "tail came up", the propeller contacted the ground, and the airplane nosed over.

An inspector from the Federal Aviation Administration Fargo, North Dakota, Flight Standards District Office reported the field was approximately 1,000 feet long and the airplane touched down approximately 1/2 way down the field. The airplane traveled approximately 150 feet prior to nosing over. There were no tail wheel tracks during the time the airplane was on the ground.

Pilot Information

Certificate:	Private	Age:	42, Male
Airplane Rating(s):	Single-engine land; Single-engine sea	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	November 18, 1997
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	1002 hours (Total, all aircraft), 80 hours (Total, this make and model), 890 hours (Pilot In Command, all aircraft), 50 hours (Last 90 days, all aircraft), 42 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N1005F
Model/Series:	A185F A185F	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	185-02677
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	April 7, 1998 Annual	Certified Max Gross Wt.:	3350 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	2357 Hrs	Engine Manufacturer:	Continental
ELT:	Not installed	Engine Model/Series:	IO-520-D
Registered Owner:	MARK KLINGBEIL	Rated Power:	300 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	15 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	24°C
Precipitation and Obscuration:	N/A - None - Haze		
Departure Point:	(D09)	Type of Flight Plan Filed:	None
Destination:	(D09)	Type of Clearance:	None
Departure Time:	19:00 Local	Type of Airspace:	Class G

Airport Information

Airport:		Runway Surface Type:	Dirt
Airport Elevation:		Runway Surface Condition:	
Runway Used:	0	IFR Approach:	
Runway Length/Width:		VFR Approach/Landing:	Precautionary landing

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:	48.819435,-100.440872(est)

Administrative Information

Investigator In Charge (IIC):	Carlson, Todd
Additional Participating Persons:	JOHN G VOLD; FARGO , ND
Original Publish Date:	February 16, 2001
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=43856

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