



Aviation Investigation Final Report

Location:	TOSTON, Montana	Accident Number:	SEA00LA126
Date & Time:	July 3, 2000, 11:30 Local	Registration:	N2146N
Aircraft:	Cessna 120	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported in a telephonic interview that he and his son were on a local sightseeing flight operating approximately 1,000 feet above ground when the aircraft encountered a strong downdraft. Concerned that the aircraft might make contact with terrain, the pilot maneuvered over a dirt road. Although the pilot reported no mechanical problem with the aircraft or its powerplant, the aircraft continued to descend until touchdown on the road. During the landing roll, the right main landing gear and right wing impacted a fence post and the right wheel separated from the strut. The aircraft then veered right off the road nosing over as it passed into a ditch.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to maintain sufficient altitude to avoid contact with the ground. Contributing factors were the downdraft conditions and the fence post.

Findings

Occurrence #1: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: LANDING - ROLL

Findings

1. (F) WEATHER CONDITION - DOWNDRAFT
2. (C) ALTITUDE - INADEQUATE - PILOT IN COMMAND

3. (F) OBJECT - FENCE POST

Occurrence #2: NOSE OVER

Phase of Operation: LANDING - ROLL

Factual Information

On July 3, 2000, approximately 1130 mountain daylight time, a Cessna 120, N2146N, registered to and being flown by a private pilot, was substantially damaged during an on-ground collision with objects followed by a nose over on a dirt road approximately three miles west of Toston, Montana. The pilot and passenger were uninjured. Visual meteorological conditions existed and no flight plan had been filed. The flight, which was personal, was operated under 14CFR91, and originated from Helena, Montana, approximately two hours earlier.

The pilot reported in a telephonic interview that he and his son were on a local sightseeing flight operating approximately 1,000 feet above ground when the aircraft encountered a strong downdraft. The pilot reported maneuvering the aircraft over a north-south dirt road concerned that he might contact terrain. The descent continued and the aircraft touched down on the road. During the landing roll, the right main landing gear and right wing impacted a fence post and the right wheel separated from the strut. The aircraft then veered right off the road nosing over as it passed into a ditch.

The pilot reported that the aircraft did not suffer any powerplant or control malfunction during the event.

Pilot Information

Certificate:	Private	Age:	49, 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:	March 10, 2000
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	1860 hours (Total, all aircraft), 1750 hours (Total, this make and model), 31 hours (Last 90 days, all aircraft), 31 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N2146N
Model/Series:	120 120	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	12382
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	June 6, 2000 Annual	Certified Max Gross Wt.:	1450 lbs
Time Since Last Inspection:	32 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	4795 Hrs	Engine Manufacturer:	Continental
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	O-200
Registered Owner:	BRAND, DONALD A.	Rated Power:	100 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:	BZN ,4474 ft msl	Distance from Accident Site:	29 Nautical Miles
Observation Time:	11:56 Local	Direction from Accident Site:	127°
Lowest Cloud Condition:	Scattered / 10000 ft AGL	Visibility	10 miles
Lowest Ceiling:	Unknown	Visibility (RVR):	
Wind Speed/Gusts:	14 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	260°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	23°C / 13°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	HELENA , MT (HLN)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	00:00 Local	Type of Airspace:	Class G

Airport Information

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

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	46.169166,-111.509857(est)

Administrative Information

Investigator In Charge (IIC):	Mccreary, Steven
Additional Participating Persons:	JERRY BYRD; HELENA , MT
Original Publish Date:	May 9, 2001
Last Revision Date:	
Investigation Class:	Class
Note:	The NTSB traveled to the scene of this accident.
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=49663

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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](#).