



Aviation Investigation Final Report

Location:	HULETT, Wyoming	Accident Number:	DEN82DA199
Date & Time:	September 9, 1982, 16:45 Local	Registration:	N9410B
Aircraft:	CESSNA 175	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PILOT REPORTED THAT DURING FLIGHT THE ENGINE BEGAN TO RUN ROUGH. HE DIVERTED TOWARD A NEARBY AIRSTRIP, BUT WHILE EN ROUTE, THERE WAS A "BANG" AND SMOKE BEGAN ENTERING THE CABIN. AT THAT POINT, HE SHUT OFF THE FUEL, MAGNETOS AND MASTER SWITCH, THEN LOST ABOUT 1000 TO 1200 FT WHILE CLEARING THE SMOKE. HE WAS COMMITTED TO LAND DOWNHILL ON THE STRIP. DURING TOUCHDOWN ON THE ROUGH STRIP AT ABOUT 90 MPH, THE NOSE GEAR FAILED. SUBSEQUENTLY, THE AIRCRAFT NOSED OVER. AN INVESTIGATION REVEALED THAT A CONNECTING ROD HAD FAILED. THE ENGINE HAD EXCEEDED THE MANUFACTURER'S RECOMMENDED TIME-BETWEEN-OVERHAUL (TBO) BY ABOUT 215 HRS. REPORTEDLY, THE ENGINE BORE EVIDENCE OF A HIGH AMOUNT OF WEAR ON MOST MOVING PARTS. THE TEMPERTURE AND ELEVATION WERE ABOUT 75 DEGREES AND 3960 FT.,RESPECTIVELY.

Probable Cause and Findings

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

Findings

Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - MECH FAILURE/MALF
Phase of Operation: CRUISE - NORMAL

Findings

1. (C) ENGINE ASSEMBLY,CONNECTING ROD - FAILURE,TOTAL
2. (F) MAINTENANCE - INADEQUATE - COMPANY/OPERATOR MANAGEMENT
3. (F) FUSELAGE,CREW COMPARTMENT - SMOKE

Occurrence #2: FORCED LANDING

Phase of Operation: LANDING - FLARE/TOUCHDOWN

Occurrence #3: NOSE GEAR COLLAPSED

Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

4. (F) AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - DOWNHILL
5. (F) AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - ROUGH/UNEVEN
6. LANDING GEAR,NOSE GEAR - OVERLOAD
7. AIRSPEED - EXCESSIVE - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Private	Age:	29, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Unknown
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	December 3, 1981
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	109 hours (Total, all aircraft), 105 hours (Total, this make and model), 32 hours (Last 90 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N9410B
Model/Series:	175 175	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:		Serial Number:	55210
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	2350 lbs
Time Since Last Inspection:	89 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	2645 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed	Engine Model/Series:	GO-300A
Registered Owner:	BERNARD DEAN BOS	Rated Power:	175 Horsepower
Operator:	BERNARD DEAN BOS	Operating Certificate(s) Held:	
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:	Unknown	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	55°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	BILLINGS , MT (BIL)	Type of Flight Plan Filed:	None
Destination:	CHICAGO , IL (PWK)	Type of Clearance:	None
Departure Time:	15:00 Local	Type of Airspace:	

Airport Information

Airport:	PRIVATE AIRSTRIP IPY	Runway Surface Type:	Grass/turf
Airport Elevation:	0 ft msl	Runway Surface Condition:	
Runway Used:	0	IFR Approach:	
Runway Length/Width:	3000 ft / 0 ft	VFR Approach/Landing:	Traffic pattern

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:	44.400062,-104.370803(est)

Administrative Information

Investigator In Charge (IIC):

Additional Participating Persons:

Original Publish Date: September 9, 1983

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=71111>

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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](#).