



AVIATION



HIGHWAY



MARINE



RAILROAD



PIPELINE

Aviation Investigation Final Report

Location:	Three Forks, Montana	Accident Number:	WPR24LA152
Date & Time:	May 10, 2024, 10:30 Local	Registration:	N2388X
Aircraft:	Cessna 182H	Aircraft Damage:	Substantial
Defining Event:	Loss of control in flight	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported that shortly after liftoff, the airplane pitched down unexpectedly and bounced on the runway. The pilot realized the control lock device was still installed but was unable to remove it before the aircraft impacted the runway firmly enough to collapse the nose gear. The pilot reported that due to the installation of new avionics, he modified the original flight control lock device, and it no longer covered the ignition switch. During the preflight inspection, he failed to remove the modified flight control lock.

The airplane sustained substantial damage to the forward fuselage and left wing.

The pilot reported that there were no preaccident mechanical failures or malfunctions with the airplane that would have precluded normal operation.

Probable Cause and Findings

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

The pilot's inadequate preflight inspection, which resulted in an attempted departure with the flight control lock device installed, and subsequent nose landing gear collapse.

Findings

Personnel issues

Preflight inspection - Pilot

Aircraft

Gust lock or damper - Incorrect use/operation

Factual Information

History of Flight

Takeoff-rejected takeoff	Loss of control in flight (Defining event)
--------------------------	--

Pilot Information

Certificate:	Private	Age:	77,Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	3-point
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 3 Without waivers/limitations	Last FAA Medical Exam:	January 31, 2023
Occupational Pilot:	No	Last Flight Review or Equivalent:	February 11, 2023
Flight Time:	(Estimated) 1295 hours (Total, all aircraft), 200 hours (Total, this make and model), 1295 hours (Pilot In Command, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N2388X
Model/Series:	182H	Aircraft Category:	Airplane
Year of Manufacture:	1965	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	18256288
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	August 9, 2023 100 hour	Certified Max Gross Wt.:	2800 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	3050 Hrs at time of accident	Engine Manufacturer:	Continental
ELT:	C126 installed, activated, did not aid in locating accident	Engine Model/Series:	O-470-R
Registered Owner:	On file	Rated Power:	
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KBZN, 4449 ft msl	Distance from Accident Site:	18 Nautical Miles
Observation Time:	10:56 Local	Direction from Accident Site:	107°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	None / None
Wind Direction:		Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	30.33 inches Hg	Temperature/Dew Point:	12°C / 5°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Three Forks, MT	Type of Flight Plan Filed:	None
Destination:	Three Forks, MT	Type of Clearance:	None
Departure Time:		Type of Airspace:	Class G

Airport Information

Airport:	Three Forks Airport 9S5	Runway Surface Type:	Asphalt
Airport Elevation:	4089 ft msl	Runway Surface Condition:	Dry
Runway Used:	21	IFR Approach:	None
Runway Length/Width:	5099 ft / 60 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	45.878111, -111.56944

Administrative Information

Investigator In Charge (IIC):	Whitaker, Kathryn
Additional Participating Persons:	John Cosenza; FAA; Helena, MT
Original Publish Date:	June 21, 2024
Last Revision Date:	
Investigation Class:	Class 4
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=194270

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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](#).