



Aviation Investigation Factual Report

Location:	Casper, Wyoming	Accident Number:	DEN02LA006
Date & Time:	October 23, 2001, 21:30 Local	Registration:	N269AF
Aircraft:	Pilatus PC-12	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Positioning		

Factual Information

On October 23, 2001, at approximately 2130 mountain daylight time, a Pilatus PC-12, N269AF, was substantially damaged when it collided with a parked airplane while taxiing on the ramp at Natrona County International Airport, Casper, Wyoming. The commercial pilot, the sole occupant in the airplane, was not injured. M&N Equipment LLC was operating the airplane under Title 14 CFR Part 91. Night visual meteorological conditions prevailed for the local night flight that was terminating at the time of the accident.

The pilot said that he was taxiing to his hangar on a freshly resurfaced black ramp with no painted taxi lines. He said it was night, and the parking ramp was very dark. The airplane's left wing struck a parked airplane, bending three of the accident airplane's ribs. The pilot said he had been awake since approximately 0430 that morning.

Two National Transportation Safety Board Pilot/Operator Aircraft Accident Report forms (NTSB Form 6120.1/2) were sent to the pilot, and the Investigator-in-Charge talked with the pilot twice on the telephone. The pilot chose not to respond in writing.

Pilot Information

Certificate:	Airline transport; Commercial; Flight engineer; Flight instructor	Age:	Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land	Seat Occupied:	
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	
Instructor Rating(s):	Airplane single-engine; Instrument airplane	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	November 29, 2000
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	13700 hours (Total, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Pilatus	Registration:	N269AF
Model/Series:	PC-12	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	297
Landing Gear Type:	Retractable - Tricycle	Seats:	
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	1 Turbo prop
Airframe Total Time:		Engine Manufacturer:	Pratt & Whitney Canada
ELT:		Engine Model/Series:	PT6A-67B
Registered Owner:	M&N Equipment LLC.	Rated Power:	1200 Horsepower
Operator:		Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Night
Observation Facility, Elevation:	CPR,5348 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	21:53 Local	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	23 knots / 28 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	280°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.71 inches Hg	Temperature/Dew Point:	2°C / -11°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Casper, WY (CPR)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	Unknown
Departure Time:		Type of Airspace:	Unknown

Airport Information

Airport:	Natrona County Intl Arpt CPR	Runway Surface Type:	
Airport Elevation:	5348 ft msl	Runway Surface Condition:	Unknown
Runway Used:		IFR Approach:	Unknown
Runway Length/Width:		VFR Approach/Landing:	Unknown

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:	42.900276,-106.458053

Administrative Information

Investigator In Charge (IIC):	Struhsaker, James
Additional Participating Persons:	Owen R Jones; Federal Aviation Administration; Denver, CO
Report Date:	January 7, 2003
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=53719

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](#).