



Aviation Investigation Final Report

Location:	SHOSHONI, Wyoming	Accident Number:	SEA94LA007
Date & Time:	October 3, 1993, 14:00 Local	Registration:	N44492
Aircraft:	TAYLORCRAFT BC12-D	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PILOT REPORTED A LOSS OF POWER DUE TO CARBURETOR ICE AND EXECUTED A FORCED LANDING DURING WHICH THE AIRPLANE STRUCK A POWER LINE AND NOSED OVER. HE REPORTED THE TEMPERATURE AS 70 DEGREES FAHRENHEIT. A SHERIFF'S DEPUTY WHO ARRIVED ON SITE SHORTLY AFTER THE ACCIDENT INTERVIEWED THE PILOT AFTER OBSERVING NO FUEL LEAKING FROM THE AIRCRAFT AND NO ODOR OF FUEL AT THE ACCIDENT SITE. THE PILOT REPORTED TO THE DEPUTY THAT HE 'DUMPED' THE FUEL IN ANTICIPATION OF THE FORCED LANDING. THE TAYLORCRAFT AIRCRAFT IS NOT EQUIPPED WITH ANY FUEL DUMP SYSTEM.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: FUEL EXHAUSTION AND THE PILOT IN COMMAND'S FAILURE TO REFUEL THE AIRCRAFT.

Findings

Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - NONMECHANICAL
Phase of Operation: CRUISE

Findings

1. (C) FLUID,FUEL - EXHAUSTION
2. (C) REFUELING - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2: FORCED LANDING
Phase of Operation: DESCENT - EMERGENCY

Occurrence #3: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: DESCENT - EMERGENCY

Findings

3. OBJECT - WIRE, TRANSMISSION

Occurrence #4: NOSE OVER
Phase of Operation: DESCENT - UNCONTROLLED

Factual Information

On October 3, 1993, at approximately 1400 hours mountain daylight time (MDT), a Taylorcraft BC12-D, N44492, registered to and being flown by William C. Neil, a certificated private pilot, sustained substantial damage when it collided with a power line and terrain during a forced landing following a power loss southwest of Shoshoni, Wyoming. The pilot and his wife sustained minor injuries. Visual meteorological conditions prevailed and no flight plan had been filed. The flight, which was personal in nature, was to have been operated in accordance with the requirements set forth in 14CFR91 and originated from Riverton, Wyoming.

The pilot reported that "while en route from Boysen Lake to Riverton Regional Airport via the Wind River at approx(imately) 800' above ground level the aircraft lost power - carburetor ice - and I prepared to land along (the) river bank - I struck an unmarked power line - continued the descent - landed - and the aircraft flipped over onto its top" (refer to CHART I).

Additionally, the pilot reported that there was no wind at the time of the accident and that the temperature was 70 degrees Fahrenheit.

At 1402 hours the Fremont County Sheriff's Department Dispatch received a telephonic notification of an aircraft accident. Sergeant Ed Miller responded to the site and observed the aircraft at rest in an inverted attitude.

Sergeant Miller reported that "When I approached the aircraft I noticed that there was no fuel spilled or leakage of fuel from the aircraft. I asked the pilot why there was no fuel around or leaking from the aircraft and he advised me that he "dumped" the fuel as he knew that he would have to put the aircraft down and this was why there was no fuel around or leaking from the aircraft" (refer to attached Sheriff's Report).

The Taylorcraft BC12-D aircraft is equipped with two fuel tanks, a main tank (13 gallons capacity) and a wing tank (6 gallon capacity). The aircraft is not equipped with any fuel dump system.

Pilot Information

Certificate:	Private	Age:	57, Male
Airplane Rating(s):	Single-engine land; Single-engine sea	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 Expired	Last FAA Medical Exam:	September 11, 1991
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	1500 hours (Total, all aircraft), 100 hours (Total, this make and model), 1500 hours (Pilot In Command, all aircraft), 2 hours (Last 90 days, all aircraft), 2 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	TAYLORCRAFT	Registration:	N44492
Model/Series:	BC12-D BC12-D	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	10292
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	Annual	Certified Max Gross Wt.:	1200 lbs
Time Since Last Inspection:	25 Hrs	Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	A-65
Registered Owner:	NEIL, WILLIAM C & DOROTHY A.	Rated Power:	65 Horsepower
Operator:	NEIL, WILLIAM, C.	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	90 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	21°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	RIVERTON , WY (RIW)	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:	Forced landing

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	1 Minor	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Minor	Latitude, Longitude:	43.229858,-108.100761(est)

Administrative Information

Investigator In Charge (IIC):	Mccreary, Steven
Additional Participating Persons:	BUD HARDESTY; CASPER , WY
Original Publish Date:	September 30, 1994
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=41833

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](#).