



Aviation Investigation Final Report

Location:	SIDNEY, Montana	Accident Number:	SEA94LA056
Date & Time:	January 22, 1994, 12:00 Local	Registration:	N95900
Aircraft:	TAYLORCRAFT BC12-D	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PILOT REPORTED THAT AFTER LANDING ON RUNWAY 28, A GUST OF WIND LIFTED THE AIRPLANE AIRBORNE. THE AIRPLANE TOUCHED DOWN AGAIN AND VEERED TO THE LEFT. THE AIRPLANE TRAVELLED OFF THE EDGE OF THE RUNWAY AND COLLIDED WITH A SNOWBANK, COMING TO REST INVERTED.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S INADEQUATE COMPENSATION FOR THE CROSSWIND RESULTING IN LOSS OF DIRECTIONAL CONTROL.

Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: LANDING - ROLL

Findings

1. WEATHER CONDITION - CROSSWIND
2. (C) COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: LANDING - ROLL

Findings

4. TERRAIN CONDITION - SNOWBANK

Occurrence #3: NOSE OVER

Phase of Operation: LANDING - ROLL

Factual Information

On January 22, 1994, at 1200 mountain standard time, a Taylorcraft BC12-D, N95900, collided with a snow bank and nosed over at the Sidney Airport, Sidney, Montana. Visual meteorological conditions prevailed at the time and no flight plan was filed. The airplane was substantially damaged and the private pilot and his passenger were not injured. The flight had originated from Culbertson, Montana, on January 22, 1994, at 1130, for the pleasure flight.

The pilot reported that after landing on runway 28, a gust of wind lifted the airplane into the air. The airplane touched down again and veered to the left. The airplane travelled off the side of the runway and collided with a snow bank, coming to rest inverted.

The accident was not reported until February 3, 1994.

Pilot Information

Certificate:	Private	Age:	48, 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--no waivers/lim.	Last FAA Medical Exam:	August 31, 1993
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	800 hours (Total, all aircraft), 200 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	TAYLORCRAFT	Registration:	N95900
Model/Series:	BC12-D BC12-D	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	8200
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	May 30, 1984 Annual	Certified Max Gross Wt.:	1200 lbs
Time Since Last Inspection:	247 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1752 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	A-65-8F
Registered Owner:	LIFTO, PATRICK J.	Rated Power:	65 Horsepower
Operator:	LIFTO, PATRICK J.	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	30 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	190°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	-4°C
Precipitation and Obscuration:			
Departure Point:	CULBERTSON , MT (S85)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	11:30 Local	Type of Airspace:	Class G

Airport Information

Airport:	SIDNEY SDY	Runway Surface Type:	Asphalt
Airport Elevation:	1984 ft msl	Runway Surface Condition:	Dry
Runway Used:	28	IFR Approach:	None
Runway Length/Width:	4222 ft / 100 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:	47.750083,-104.280769(est)

Administrative Information

Investigator In Charge (IIC):	Eckrote, Debra
Additional Participating Persons:	LIEGH ASLAKSON; HELENA , MT
Original Publish Date:	December 2, 1994
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=41872

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