



Aviation Investigation Final Report

Location:	WAMSUTTER, Wyoming	Accident Number:	DEN82DA125
Date & Time:	July 2, 1982, 09:58 Local	Registration:	N99481
Aircraft:	ERCOUPE 415-C	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PILOT BECAME SICK DURING THE FLIGHT AND ELECTED TO LAND ON A HIGHWAY. HE TOOK SPACING BEHIND A TRUCK, BUT THE TRUCK SLOWED DOWN, SO HE CONTINUED THE LANDING BESIDE THE HIGHWAY. AFTER LOWERING THE NOSEWHEEL, IT HIT A DITCH AND COLLAPSED, AND THE AIRCRAFT NOSED OVER. THE PILOT RECEIVED MEDICAL CHECKS AFTER THE ACCIDENT. THE ATTENDING PHYSICIANS TOLD THE PILOT THAT ALL OF THE TESTS WERE EITHER NEGATIVE OR INCONCLUSIVE. THE PILOT SUSPECTED THAT HE MAY HAVE SUFFERED FROM HYPERVENTILATION.

Probable Cause and Findings

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

Findings

Occurrence #1: MISCELLANEOUS/OTHER
Phase of Operation: CRUISE - NORMAL

Findings

1. EMERGENCY PROCEDURE - INITIATED - PILOT IN COMMAND
2. (C) PHYSICAL IMPAIRMENT(OTHER ORGANIC PROBLEM) - PILOT IN COMMAND

Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER

Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

- 3. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
- 4. (F) OBJECT - VEHICLE
- 5. MANEUVER - PERFORMED - PILOT IN COMMAND
- 6. (F) TERRAIN CONDITION - DITCH

Occurrence #3: NOSE GEAR COLLAPSED

Phase of Operation: LANDING - ROLL

Findings

- 7. LANDING GEAR, NOSE GEAR - OVERLOAD

Occurrence #4: NOSE OVER

Phase of Operation: LANDING - ROLL

Factual Information

Pilot Information

Certificate:	Private	Age:	48, 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-w/ waivers/lim	Last FAA Medical Exam:	February 11, 1982
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	183 hours (Total, all aircraft), 103 hours (Total, this make and model), 156 hours (Pilot In Command, all aircraft), 9 hours (Last 90 days, all aircraft), 9 hours (Last 30 days, all aircraft), 9 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	ERCOUPE	Registration:	N99481
Model/Series:	415-C 415-C	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:		Serial Number:	2104
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	1400 lbs
Time Since Last Inspection:	8 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	7100 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed	Engine Model/Series:	C-85-12F
Registered Owner:	BYRON O. BOUSHA	Rated Power:	85 Horsepower
Operator:	BYRON O. BOUSHA	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:	RWL	Distance from Accident Site:	47 Nautical Miles
Observation Time:	15:48 Local	Direction from Accident Site:	65°
Lowest Cloud Condition:	Clear	Visibility	60 miles
Lowest Ceiling:	Unknown	Visibility (RVR):	
Wind Speed/Gusts:	20 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	230°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	64°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	ROCK SPRINGS , WY (RKS)	Type of Flight Plan Filed:	None
Destination:	FT. COLLINS-LOV, CO (1V4)	Type of Clearance:	None
Departure Time:	09:33 Local	Type of Airspace:	

Airport Information

Airport:		Runway Surface Type:	Dirt
Airport Elevation:	0 ft msl	Runway Surface Condition:	Dry
Runway Used:	0	IFR Approach:	
Runway Length/Width:	2400 ft / 35 ft	VFR Approach/Landing:	Straight-in

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor	Latitude, Longitude:	41.659122,-107.969619(est)

Administrative Information

Investigator In Charge (IIC):

Additional Participating Persons:

Original Publish Date: July 2, 1983

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=72954>

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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](#).