



National Transportation Safety Board Aviation Accident Final Report

Location:	AFTON, WY	Accident Number:	DEN86LA072
Date & Time:	02/01/1986, 1545 MST	Registration:	N4238Z
Aircraft:	PIPER PA-18-150	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Minor
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

THE PLT STATED HE HAD DESCENDED TO OBSERVE WILDLIFE. WHEN HE ATTEMPTED TO ADD PWR HE DISCOVERED THE ENG HAD QUIT. THE PLT INDICATED THE ACFT WHEEL CONTACTED THE DEEP SNOW AT A MODERATE RATE OF HORIZONTAL SPEED WHILE HE WAS TRYING TO RESTART THE ENG.

Probable Cause and Findings

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

Findings

Occurrence #1: LOSS OF ENGINE POWER
Phase of Operation: MANEUVERING

Findings

1. (F) WEATHER CONDITION - CARBURETOR ICING CONDITIONS
 2. (C) BUZZING - PERFORMED - PILOT IN COMMAND
 3. (C) AIRCRAFT HANDLING - INATTENTIVE - PILOT IN COMMAND
 4. (C) JUDGMENT - POOR - PILOT IN COMMAND
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Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: MANEUVERING

Findings

5. TERRAIN CONDITION - SNOW COVERED
6. (C) PULL-UP - DELAYED - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Private	Age:	38, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Front
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Invalid Medical for flight	Last FAA Medical Exam:	11/17/1983
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	310 hours (Total, all aircraft), 200 hours (Total, this make and model), 210 hours (Pilot In Command, all aircraft), 20 hours (Last 90 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N4238Z
Model/Series:	PA-18-150 PA-18-150	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	18-8465
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	01/01/1986, 100 Hour	Certified Max Gross Wt.:	1625 lbs
Time Since Last Inspection:	100 Hours	Engines:	1 Reciprocating
Airframe Total Time:	3800 Hours	Engine Manufacturer:	LYCOMING
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	O-320-A2A
Registered Owner:		Rated Power:	150 hp
Operator:	PATRICK M. SELLERS	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	RKS, 6760 ft msl	Distance from Accident Site:	102 Nautical Miles
Observation Time:	1551 MST	Direction from Accident Site:	112°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	40 Miles
Lowest Ceiling:	Broken / 6000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	270°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	5°C / -2°C
Precipitation and Obscuration:			
Departure Point:	AFTON, WY (AFO)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1530 MST	Type of Airspace:	Class G

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	RONALD E MICKLE	Report Date:	
Additional Participating Persons:	DICK LUND; SALT LAKE CITY, UT		
Publish Date:			
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at pubinquiry@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).