



National Transportation Safety Board Aviation Accident Data Summary

Location:	Iliamna, AK	Accident Number:	ANC06LA043
Date & Time:	04/03/2006, 1000 AKD	Registration:	N36291
Aircraft:	Taylorcraft BC12-65	Injuries:	1 Minor
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The certificated private pilot reported that while in cruise flight over an area of snow-covered terrain, he noted a rough running engine and a slight reduction in engine rpm. The application of carburetor heat and engine emergency procedures did not remedy the engine roughness, which was followed by a rapid loss of engine power, and subsequent loss of altitude. The pilot said that he was unable to restore adequate engine power to maintain level flight, and he selected a snow-covered plateau as a forced landing site, which required a downwind approach due to terrain features. Just before touch down on the soft, snow-covered terrain, he said the left wing stalled and struck the ground, causing the airplane to cartwheel to the left. The airplane sustained structural damage to the left wing and fuselage. In the pilot's written report to the NTSB, he stated that weather conditions at the time of the accident were, in part: Visibility, 2 miles; clouds and sky condition, 2,000 feet broken; wind, 090 degrees at 20 knots, gusting to 35 knots; temperature, 20 degrees F, with light snow showers and blowing snow. In the section of the form that inquires about mechanical malfunction/failure, he wrote: "Carb Icing."

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's delayed use of carburetor heat, which resulted in a loss of engine power during cruise, and an in-flight collision with snow-covered terrain. Factors associated with the accident were an unfavorable wind, and the pilot's inadvertent stall of the airplane during the emergency descent.

Findings

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

Findings

1. (F) WEATHER CONDITION - CARBURETOR ICING CONDITIONS
2. (C) CARBURETOR HEAT - DELAYED - PILOT IN COMMAND

Occurrence #2: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: EMERGENCY LANDING

Findings

3. (F) WEATHER CONDITION - UNFAVORABLE WIND
4. (F) STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Findings

5. TERRAIN CONDITION - SNOW COVERED

Pilot Information

Certificate:	Private	Age:	56
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	None
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	164 hours (Total, all aircraft), 100 hours (Total, this make and model), 164 hours (Pilot In Command, all aircraft), 33 hours (Last 90 days, all aircraft), 9 hours (Last 30 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Manufacturer:	Taylorcraft	Registration:	N36291
Model/Series:	BC12-65	Engines:	1 Reciprocating
Operator:	Debra Schneider & Mitchell Rausa	Engine Manufacturer:	Continental
Air Carrier Operating Certificate:	None	Engine Model/Series:	A65-8
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Observation Facility, Elevation:		Weather Information Source:	Pilot
Conditions at Accident Site:	Visual Conditions	Lowest Ceiling:	Broken / 2000 ft agl
Condition of Light:	Day	Wind Speed/Gusts, Direction:	20 knots/ 35 knots, 90°
Temperature:	-7° C	Visibility	2 Miles
Precipitation and Obscuration:	Light - Blowing - Snow		
Departure Point:	ILIAMNA, AK	Destination:	ILIAMNA, AK (ILI)

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

Administrative Information

Investigator In Charge (IIC): Clinton O Johnson

Adopted Date: 10/31/2006

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 pubinq@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.