



Aviation Investigation Final Report

Location:	Cut Bank, Montana	Accident Number:	GAA18CA533
Date & Time:	September 4, 2018, 19:20 Local	Registration:	N95514
Aircraft:	Taylorcraft BC12	Aircraft Damage:	Substantial
Defining Event:	Miscellaneous/other	Injuries:	2 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported that, while flying west to check some fields and circle a friend's house, he began a right, descending turn about 200 ft above ground level. He added that he was aware of power wires in the area, but the sun was in his eyes, and the airplane was lower than he thought. The airplane struck power wires and then impacted terrain.

The airplane sustained substantial damage to both wings and the fuselage.

The pilot reported that there were no preaccident mechanical failures or malfunctions with the airplane that would have precluded normal operation.

Probable Cause and Findings

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

The pilot's failure to see and avoid power wires while maneuvering at low altitude. Contributing to the accident was the pilot's inability to determine the airplane's altitude due to sun glare.

Findings

Personnel issues	Monitoring environment - Pilot
Aircraft	Altitude - Not attained/maintained
Environmental issues	Wire - Effect on operation
Environmental issues	Glare - Effect on personnel

Factual Information

History of Flight

Maneuvering-low-alt flying	Low altitude operation/event
Maneuvering-low-alt flying	Miscellaneous/other (Defining event)
Maneuvering-low-alt flying	Collision with terr/obj (non-CFIT)

Pilot Information

Certificate:	Private	Age:	25, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Lap only
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Without waivers/limitations	Last FAA Medical Exam:	October 27, 2014
Occupational Pilot:	No	Last Flight Review or Equivalent:	January 27, 2018
Flight Time:	(Estimated) 62 hours (Total, all aircraft), 17 hours (Total, this make and model), 30 hours (Pilot In Command, all aircraft), 17 hours (Last 90 days, all aircraft), 14 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Taylorcraft	Registration:	N95514
Model/Series:	BC12 D	Aircraft Category:	Airplane
Year of Manufacture:	1946	Amateur Built:	
Airworthiness Certificate:	Utility	Serial Number:	7814
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	May 31, 2018 Annual	Certified Max Gross Wt.:	1200 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	5025.5 Hrs as of last inspection	Engine Manufacturer:	Continental
ELT:	Not installed	Engine Model/Series:	C65
Registered Owner:		Rated Power:	75 Horsepower
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Dusk
Observation Facility, Elevation:	KCTB,3838 ft msl	Distance from Accident Site:	6 Nautical Miles
Observation Time:	01:56 Local	Direction from Accident Site:	125°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	None / None
Wind Direction:	110°	Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	30.22 inches Hg	Temperature/Dew Point:	13°C / 1°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Cut Bank, MT (CTB)	Type of Flight Plan Filed:	None
Destination:	Cut Bank, MT (CTB)	Type of Clearance:	None
Departure Time:	18:00 Local	Type of Airspace:	Class G

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:	48.659721,-112.496109(est)

Administrative Information

Investigator In Charge (IIC):	Benhoff, Kathryn
Additional Participating Persons:	Clark Miller; FAA; Helena, MT
Original Publish Date:	March 18, 2019
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=98244

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](#).