



AVIATION



HIGHWAY



MARINE



RAILROAD



PIPELINE

Aviation Investigation Final Report

Location:	Apple, Idaho	Accident Number:	WPR23LA346
Date & Time:	September 16, 2023, 14:50 Local	Registration:	N46WR
Aircraft:	Aeronca 11AC	Aircraft Damage:	Substantial
Defining Event:	Fuel starvation	Injuries:	1 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported they were on a local flight and, while attempting to balance the fuel load, move the fuel selector valve from the “left” main tank position to the “right” position, the airplane subsequently lost engine power. The pilot was not able to restart the engine and performed a precautionary landing onto a road. Shortly after touchdown, the airplane veered off the road and into a ditch. The wings and engine truss sustained substantial damage.

Postaccident examination of the airplane revealed that fuel was present in the fuel tanks and that the fuel selector valve positions available were WING TANKS (9 o’clock position), MAIN TANK (12 o’clock position), and OFF (3 o’clock position). The pilot reported that he moved the fuel selector valve from the “left” tank, which was actually the WING TANKS position, to the “right” tank, which was actually the OFF position.

Probable Cause and Findings

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

Fuel starvation due to the pilot’s incorrect movement of the fuel selector valve to OFF, which resulted in a loss of engine power.

Findings

Personnel issues	Decision making/judgment - Pilot
Aircraft	Fuel - Fluid management
Aircraft	Directional control - Not attained/maintained

Factual Information

History of Flight

Enroute-cruise	Fuel starvation (Defining event)
Enroute-cruise	Loss of engine power (total)
Landing	Collision with terr/obj (non-CFIT)

Pilot Information

Certificate:	Commercial; Private	Age:	78,Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Unknown
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 3 None	Last FAA Medical Exam:	January 17, 1997
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:			

Aircraft and Owner/Operator Information

Aircraft Make:	Aeronca	Registration:	N46WR
Model/Series:	11AC	Aircraft Category:	Airplane
Year of Manufacture:	1946	Amateur Built:	
Airworthiness Certificate:	Unknown	Serial Number:	11AC1108
Landing Gear Type:	Tailwheel	Seats:	
Date/Type of Last Inspection:	June 1, 2023 Annual	Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	Reciprocating
Airframe Total Time:		Engine Manufacturer:	Continental
ELT:		Engine Model/Series:	A-65-8F
Registered Owner:	Robert Neils	Rated Power:	
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KCOE, 2307 ft msl	Distance from Accident Site:	12 Nautical Miles
Observation Time:	14:56 Local	Direction from Accident Site:	218°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	None / None
Wind Direction:		Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	29°C / 2°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Spokane, WA (WN92)	Type of Flight Plan Filed:	None
Destination:	Spokane, WA (WN92)	Type of Clearance:	None
Departure Time:	14:50 Local	Type of Airspace:	Class G

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	1 Minor	Latitude, Longitude:	47.91807,-116.63943(est)

Administrative Information

Investigator In Charge (IIC):	Nepomuceno, Eleazar
Additional Participating Persons:	Bruce Stephanson; FAA; Spokane, WA
Original Publish Date:	July 2, 2024
Last Revision Date:	
Investigation Class:	Class 4
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=193090

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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](#).