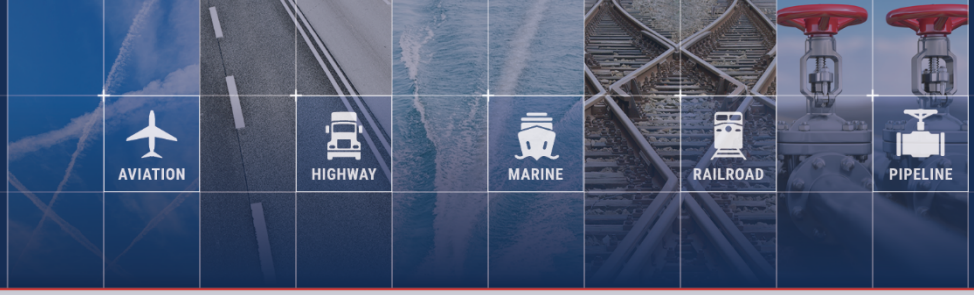

Aviation Investigation Factual Report

Location:	TEHACHAPI, California	**Accident Number:**	LAX93LA313
Date & Time:	August 3, 1993, 17:30 Local	**Registration:**	N95907
Aircraft:	TAYLORCRAFT BC-12D	**Aircraft Damage:**	Destroyed
Defining Event:		**Injuries:**	1 Fatal
Flight Conducted Under:	Part 91: General aviation - Personal		

Factual Information

On August 3, 1993, about 1730 hours Pacific daylight time, a Taylorcraft BC-12-D, N95907, collided with terrain while attempting a return to runway maneuver at the Mountain Valley Airport, Tehachapi, California. The return to runway attempt was precipitated by a total loss of engine power during the takeoff initial climb. Visual meteorological conditions prevailed for the operation and a VFR flight plan was filed. The airplane was destroyed in the ground collision sequence and the commercial pilot, the sole occupant, sustained fatal injuries. The flight was originating at the time of the mishap as a personal cross country flight to Thermal, California.

The pilot was working as a tow plane pilot for sailplanes. According to his log book, he performed 14 tows during the day of the accident. During the day, the pilot borrowed some fuel containers to purchase automobile fuel for the Taylorcraft.

The airport manager reported during the initial accident notification that the aircraft experienced a loss of engine power during the takeoff and initial climb. The manager stated that the aircraft was attempting a return to runway maneuver when it apparently stalled in the turn and descended nose first to ground impact.

An FAA airworthiness inspector from the Van Nuys Flight Standards District Office responded to the accident site and examined the aircraft. He reported that he found the fuel selector valves in the "OFF" position.

The FAA inspector performed a weight and balance on the airplane and its contents at the time of the accident. According to the calculations, the airplanes weight at takeoff was 1,229 pounds with a most rearward center of gravity of 20.5 inches. According to the FAA Type Certificate Data, the maximum gross weight is 1,200 pounds with an aft center of gravity limit of 20.0 inches.

Further examination, according to the inspector, revealed that the pilot was using automobile gasoline and had borrowed gasoline containers earlier in the day to purchase gasoline at a local automobile station for the airplane. The airplane did not have a Supplemental Type Certificate for the use of automobile fuel and the carburetor did not have the manufacturers recommended needle valve to be compatible with automobile gasoline.

Pilot Information

Certificate:	Commercial	**Age:**	31,Male
Airplane Rating(s):	Single-engine land	**Seat Occupied:**	Left
Other Aircraft Rating(s):	None	**Restraint Used:**	
Instrument Rating(s):	Airplane	**Second Pilot Present:**	No
Instructor Rating(s):	None	**Toxicology Performed:**	Yes
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	**Last FAA Medical Exam:**	May 25, 1993
Occupational Pilot:	Yes	**Last Flight Review or Equivalent:**	
Flight Time:	615 hours (Total, all aircraft), 85 hours (Total, this make and model), 467 hours (Pilot In Command, all aircraft), 104 hours (Last 90 days, all aircraft), 38 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	TAYLORCRAFT	**Registration:**	N95907
Model/Series:	BC-12D BC-12D	**Aircraft Category:**	Airplane
Year of Manufacture:		**Amateur Built:**	
Airworthiness Certificate:	Normal	**Serial Number:**	8207
Landing Gear Type:	Tailwheel	**Seats:**	2
Date/Type of Last Inspection:	July 13, 1993 Annual	**Certified Max Gross Wt.:**	1200 lbs
Time Since Last Inspection:	13 Hrs	**Engines:**	1 Reciprocating
Airframe Total Time:	1260 Hrs	**Engine Manufacturer:**	CONTINENTAL
ELT:	Installed, not activated	**Engine Model/Series:**	A-65-8
Registered Owner:	WILLIAM B. NOBLIN	**Rated Power:**	65 Horsepower
Operator:	DAVID B. JOHNSON	**Operating Certificate(s) Held:**	None
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:	WJF ,2347 ft msl	**Distance from Accident Site:**	27 Nautical Miles
Observation Time:	18:46 Local	**Direction from Accident Site:**	140°
Lowest Cloud Condition:	Clear	**Visibility**	40 miles
Lowest Ceiling:	None	**Visibility (RVR):**	
Wind Speed/Gusts:	/ None	**Turbulence Type Forecast/Actual:**	/
Wind Direction:	230°	**Turbulence Severity Forecast/Actual:**	/
Altimeter Setting:	29 inches Hg	**Temperature/Dew Point:**	32°C / 11°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		**Type of Flight Plan Filed:**	VFR
Destination:	THERMAL (TRM)	**Type of Clearance:**	None
Departure Time:	17:30 Local	**Type of Airspace:**	Class G

Airport Information

Airport:	MOUNTAIN VALLEY L94	**Runway Surface Type:**	Gravel
Airport Elevation:	4220 ft msl	**Runway Surface Condition:**	Dry
Runway Used:	27R	**IFR Approach:**	
Runway Length/Width:	5190 ft / 60 ft	**VFR Approach/Landing:**	Forced landing

Wreckage and Impact Information

Crew Injuries:	1 Fatal	**Aircraft Damage:**	Destroyed
Passenger Injuries:		**Aircraft Fire:**	None
Ground Injuries:	N/A	**Aircraft Explosion:**	None
Total Injuries:	1 Fatal	**Latitude, Longitude:**	35.119976,-118.510124(est)

Administrative Information

Investigator In Charge (IIC):	Petterson, George
Additional Participating Persons:	DICK WOLF; VAN NUYS , CA MIKE GRIMES; MOBILE , AL
Report Date:	March 15, 1994
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=28441