



# Aviation Investigation Factual Report

<b>Location:</b>	TEHACHAPI, California	<b>Accident Number:</b>	LAX93LA313
<b>Date &amp; Time:</b>	August 3, 1993, 17:30 Local	<b>Registration:</b>	N95907
<b>Aircraft:</b>	TAYLORCRAFT BC-12D	<b>Aircraft Damage:</b>	Destroyed
<b>Defining Event:</b>		<b>Injuries:</b>	1 Fatal
<b>Flight Conducted Under:</b>	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

<b>Certificate:</b>	Commercial	<b>Age:</b>	31, Male
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	Yes
<b>Medical Certification:</b>	Class 2 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	May 25, 1993
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	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

<b>Aircraft Make:</b>	TAYLORCRAFT	<b>Registration:</b>	N95907
<b>Model/Series:</b>	BC-12D BC-12D	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	8207
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	July 13, 1993 Annual	<b>Certified Max Gross Wt.:</b>	1200 lbs
<b>Time Since Last Inspection:</b>	13 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	1260 Hrs	<b>Engine Manufacturer:</b>	CONTINENTAL
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	A-65-8
<b>Registered Owner:</b>	WILLIAM B. NOBLIN	<b>Rated Power:</b>	65 Horsepower
<b>Operator:</b>	DAVID B. JOHNSON	<b>Operating Certificate(s) Held:</b>	None
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	

## 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.nts.gov/Docket?ProjectID=28441>

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](#).