



# Aviation Investigation Final Report

<b>Location:</b>	LEONARDTOWN, Maryland	<b>Accident Number:</b>	BF089LA077
<b>Date &amp; Time:</b>	August 27, 1989, 18:00 Local	<b>Registration:</b>	N24463
<b>Aircraft:</b>	TAYLORCRAFT BC-65	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

TO START THE ENG, THE PLT CHOCKED THE LEFT WHEEL & HAND PROPPED THE ACFT WITH THE THROTTLE SET AT IDLE. HOWEVER, AFTER THE ENG STARTED, ITS RPM WENT ABOVE IDLE & THE ACFT JUMPED THE CHOCK. SUBSEQUENTLY, IT COLLIDED WITH A PARKED ACFT & A RWY LIGHT BEFORE THE PLT CAUGHT THE PLANE & SHUT DOWN THE ENG. HE HAD PERFORMED MAINTENANCE ON THE ENG EARLIER THAT DAY & HAD IMPROPERLY SECURED THE THROTTLE CLAMP, WHICH ALLOWED THE THROTTLE CABLE TO SLIP TO A HIGHER RPM SETTING.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: INADEQUATE PREFLIGHT PLANNING/PREPARATION BY THE PILOT BY NOT ASSURING THAT THE ACFT WAS PROPERLY SECURED, OR THAT SOMEONE WAS AT THE CONTROLS WHILE HE WAS HAND PROPPING THE ENGINE. A RELATED FACTOR WAS THE PILOT'S IMPROPER ADJUSTMENT OF THE THROTTLE CABLE.

## Findings

Occurrence #1: MISCELLANEOUS/OTHER  
Phase of Operation: STANDING - STARTING ENGINE(S)

### Findings

1. (F) THROTTLE/POWER LEVER,CABLE

2. (F) MAINTENANCE,ADJUSTMENT - IMPROPER - PILOT IN COMMAND
  3. (C) PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
  4. TIE DOWN - NOT USED - PILOT IN COMMAND
  5. PROPER ASSISTANCE - NOT OBTAINED - PILOT IN COMMAND
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Occurrence #2: ON GROUND/WATER COLLISION WITH OBJECT  
Phase of Operation: TAXI

Findings

6. (F) OBJECT - AIRCRAFT PARKED/STANDING
7. (F) OBJECT - RUNWAY LIGHT

## Factual Information

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	45, Male
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Unknown
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	May 23, 1989
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	308 hours (Total, all aircraft), 33 hours (Total, this make and model), 259 hours (Pilot In Command, all aircraft), 18 hours (Last 90 days, all aircraft), 6 hours (Last 30 days, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	TAYLORCRAFT	<b>Registration:</b>	N24463
<b>Model/Series:</b>	BC-65 BC-65	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	1800
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	June 15, 1989 Annual	<b>Certified Max Gross Wt.:</b>	1100 lbs
<b>Time Since Last Inspection:</b>	17 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	1103 Hrs	<b>Engine Manufacturer:</b>	CONTINENTAL
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	A-65-8F
<b>Registered Owner:</b>	JOHN F LOFTUS	<b>Rated Power:</b>	65 Horsepower
<b>Operator:</b>	JOHN F. LOFTUS	<b>Operating Certificate(s) Held:</b>	None
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>		<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>		<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	7 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	/	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	0°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>		<b>Temperature/Dew Point:</b>	24°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	(2W6 )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>		<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	00:00 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	ST MARYS COUNTY 2W6	<b>Runway Surface Type:</b>	
<b>Airport Elevation:</b>	142 ft msl	<b>Runway Surface Condition:</b>	
<b>Runway Used:</b>	0	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>		<b>VFR Approach/Landing:</b>	None

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 None	<b>Latitude, Longitude:</b>	38.289997,-76.639434(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Kleckner, Pamela
<b>Additional Participating Persons:</b>	S ISAACS; WASHINGTON , DC
<b>Original Publish Date:</b>	February 15, 1991
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=11527">https://data.nts.gov/Docket?ProjectID=11527</a>

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