



Aviation Investigation Final Report

Location:	SUNSET HILLS, Missouri	Accident Number:	CHI91LA298
Date & Time:	September 26, 1991, 07:15 Local	Registration:	N96905
Aircraft:	TAYLORCRAFT BC-12D	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PILOT REPORTED A COMPLETE LOSS OF ENGINE POWER SHORTLY AFTER TAKEOFF. HE WAS UNABLE TO RESTART THE ENGINE, AND MADE A FORCED LANDING IN A PARKING LOT, STRIKING TWO PARKED AND UNOCCUPIED CARS. EXAMINATION OF THE FUEL SYSTEM DISCLOSED A FUEL LINE CLOGGED WITH A MATERIAL BELIEVED TO BE GASKET SEALANT. THE BLOCKED LINE PREVENTED FUEL FROM FLOWING TO THE CARBURETOR. THE PILOT RECENTLY PURCHASED THE AIRPLANE AND COULD OFFER NO EXPLANATION FOR THE PRESENCE OF FOREIGN MATERIAL IN THE FUEL LINE.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: A BLOCKED FUEL SYSTEM LINE AND INADEQUATE MAINTENANCE OF THE AIRPLANE BY OTHER MAINTENANCE PERSONNEL.

Findings

Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - MECH FAILURE/MALF
Phase of Operation: CRUISE - NORMAL

Findings

1. (C) FUEL SYSTEM,LINE - BLOCKED(TOTAL)
2. (C) MAINTENANCE,SERVICE OF AIRCRAFT/EQUIPMENT - INADEQUATE - OTHER MAINTENANCE PERSONNEL
3. FLUID,FUEL - STARVATION

Occurrence #2: FORCED LANDING
Phase of Operation: DESCENT - EMERGENCY

Occurrence #3: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: LANDING - ROLL

Findings

4. OBJECT - VEHICLE

Factual Information

Pilot Information

Certificate:	Private	Age:	29, 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):		Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	August 16, 1991
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	141 hours (Total, all aircraft), 13 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	TAYLORCRAFT	Registration:	N96905
Model/Series:	BC-12D BC-12D	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:		Serial Number:	9205
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	January 2, 2000 Annual	Certified Max Gross Wt.:	1150 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	A-65
Registered Owner:		Rated Power:	65 Horsepower
Operator:	BRYAN H. STRAIT	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:	SUS ,463 ft msl	Distance from Accident Site:	11 Nautical Miles
Observation Time:	06:50 Local	Direction from Accident Site:	320°
Lowest Cloud Condition:	Clear	Visibility	15 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	260°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	8°C / 4°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	FENTON , MO (3WE)	Type of Flight Plan Filed:	None
Destination:	GREENVILLE , IL (GO6)	Type of Clearance:	None
Departure Time:	07:05 Local	Type of Airspace:	

Airport Information

Airport:	UNK	Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Forced landing

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	38.530796,-90.449485(est)

Administrative Information

Investigator In Charge (IIC): Labelle, James

Additional Participating Persons: TIM MOON;
DAVID COOK;

Original Publish Date: January 25, 1993

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.ntsb.gov/Docket?ProjectID=15189>

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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](#).