



# Aviation Investigation Final Report

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<b>Location:</b>	LITTLE ROCK, Arkansas	<b>Accident Number:</b>	FTW93FA207
<b>Date &amp; Time:</b>	July 6, 1993, 20:00 Local	<b>Registration:</b>	N95851
<b>Aircraft:</b>	TAYLORCRAFT BC12-D	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 Fatal
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

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## Analysis

WITNESSES REPORTED THAT DURING THE TAKEOFF CLIMB THE AIRPLANE VEERED LEFT, REALIGNED WITH THE RUNWAY, AND THEN CLIMBED TO 125 FT ABOVE THE GROUND WHEN THE NOSE FELL. THE AIRPLANE THEN ENTERED A RIGHT 360 DEG TURNING VERTICAL DESCENT INTO THE GROUND. MEDICAL RECORDS FOR THE PILOT INDICATED A HISTORY OF HYPERTENSION REQUIRING MEDICATION. THE LAST VALID MEDICAL CERTIFICATE WAS ISSUED TO THE PILOT ON 5/12/77. A MEDICAL CERTIFICATE ISSUED ON 4/22/92 HAD BEEN SUSPENDED PENDING A SUBMISSION OF MEDICAL RECORDS ON HYPERTENSION. A REVIEW OF THE AUTOPSY BY THE OFFICE OF THE REGIONAL FLIGHT SURGEON INDICATED ATHEROSCLEROTIC HEART DISEASE WITH OLD MYOCARDIAL INFARCTION. THE PATHOLOGIST'S REPORT IN PART STATED 'HIS SEVERE HEART CONDITION MAY HAVE PLAYED A ROLE IN THE FATAL ACCIDENT.' THE STUDENT-PILOT-RATED PASSENGER, WITH 32.8 HRS OF FLIGHT TIME, HAD RECENTLY PURCHASED THE AIRPLANE BUT DID NOT HAVE ANY FLIGHT TIME IN THIS MAKE OR MODEL.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S LOSS OF CONTROL OF THE AIRPLANE AS A RESULT OF PHYSICAL IMPAIRMENT.

## Findings

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Occurrence #1: LOSS OF CONTROL - IN FLIGHT

Phase of Operation: TAKEOFF - INITIAL CLIMB

### Findings

1. (C) AIRCRAFT CONTROL - UNCONTROLLED - PILOT IN COMMAND
2. (C) PHYSICAL IMPAIRMENT(CARDIOVASCULAR) - PILOT IN COMMAND

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Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: TAKEOFF - ROLL/RUN

## Factual Information

### HISTORY OF FLIGHT:

On July 6, 1993, at 2000 central daylight time, a Taylorcraft BC12-D, N95851, sustained substantial damage near Little Rock, Arkansas, following a loss of control during the takeoff climb. The private pilot and the student pilot rated passenger sustained fatal injuries. Visual meteorological conditions prevailed throughout the area for the local personal flight.

Witnesses and relatives interviewed by the investigator-in-charge revealed that the passenger purchased the airplane on July 2, 1993. The private pilot ferried the airplane to Pride Airport, Little Rock, Arkansas, on July 4, 1993.

During the afternoon, the student pilot taxied the airplane several times on the grass airstrip, which was bordered by pine trees approximately 60 feet tall. The pilots decided to fly to another local grass airstrip, which was longer and not bordered by obstructions, where the student pilot could practice taxiing the airplane. The private pilot agreed to ferry the airplane to the other grass airstrip.

During the initial takeoff climb the airplane veered to the left, realigned with the runway center and climbed above the tree line to 125 feet above the ground. Witnesses reported that the nose fell, the airplane entered a right 360 degree turning vertical descent and impacted the ground nose down.

### PERSONAL INFORMATION:

Records indicated that the private pilot flew a BC12-D airplane for a total of 95 hours from September, 1975, through June, 1976. No additional flight hours were logged until April 25, 1992, when the pilot started logging time in several single engine airplanes. Flight records after September 10, 1992, were not available.

The passenger's flight records indicated that he started his flight training on April 25, 1992, and had accumulated 21.2 hours of dual training and 11.6 hours of solo flight time in a Cessna 152. His last recorded flight entry was on April 29, 1993.

### WRECKAGE AND IMPACT INFORMATION:

The airplane came to rest nose down on the west edge of the runway. Pieces of red paint and fabric were located to the southeast and northwest of the propeller blades which were partially buried in the ground. One propeller blade exhibited twisting and the other blade showed bending. Flight control continuity was established.

The left and right main fuel tanks, lines, and fittings remained intact. The integrity of the auxiliary fuel tank was compromised; however, physical evidence of fuel spillage was reported at the site. Residual fuel was found in the fuel line to the gascolator and approximately two ounces of fuel were in the gascolator. The engine crankcase rotated and hand compression was established (enclosed report).

**MEDICAL AND PATHOLOGICAL INFORMATION:**

The private pilot had in his possession a third class medical certificate with an altered date of May 12, 1992. A review of the medical records by the Office of the Regional Flight Surgeon and the investigator-in-charge revealed that the last valid medical certificate was issued to the pilot on May 12, 1977, and that the Airman Medical Examiner (AME) whose signature appeared on the private pilot's medical had not been an AME since 1981 and was deceased in 1988. The private pilot had applied for and was issued a third class medical certificate on April 22, 1992, based on a pending review of medical records for a history of hypertension. The pilot elected not to provide the records and was subsequently notified that he was not eligible for the medical certificate. The medical certificate was surrendered by the pilot on October 17, 1992.

An autopsy was performed by the Arkansas State Crime Laboratory in Little Rock, Arkansas. Conclusions to the cause of death included atherosclerotic heart disease with old myocardial infarction. The pathologist's report in part stated "His severe heart condition may have played a role in the fatal accident." Toxicological findings were negative.

**ADDITIONAL DATA:**

The airplane was released to the owner's representative.

**Pilot Information**

<b>Certificate:</b>	Private	<b>Age:</b>	67, 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>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	Yes
<b>Medical Certification:</b>	None None	<b>Last FAA Medical Exam:</b>	
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	425 hours (Total, all aircraft), 95 hours (Total, this make and model), 366 hours (Pilot In Command, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	TAYLORCRAFT	<b>Registration:</b>	N95851
<b>Model/Series:</b>	BC12-D BC12-D	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	8151
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	January 5, 1993 Annual	<b>Certified Max Gross Wt.:</b>	1200 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	CONTINENTAL
<b>ELT:</b>	Installed, activated, did not aid in locating accident	<b>Engine Model/Series:</b>	A-65-8F
<b>Registered Owner:</b>	WILLIAMS, BOBBY R.	<b>Rated Power:</b>	65 Horsepower
<b>Operator:</b>	MANNING, WILLIAM F.	<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>	LIT ,2600 ft msl	<b>Distance from Accident Site:</b>	12 Nautical Miles
<b>Observation Time:</b>	19:52 Local	<b>Direction from Accident Site:</b>	30°
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	8 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	180°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	29 inches Hg	<b>Temperature/Dew Point:</b>	31°C / 22°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	(85M )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	(85M )	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	20:00 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	PRIDE 85M	<b>Runway Surface Type:</b>	Grass/turf
<b>Airport Elevation:</b>	265 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	35	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	2200 ft / 100 ft	<b>VFR Approach/Landing:</b>	None

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Fatal	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 Fatal	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	2 Fatal	<b>Latitude, Longitude:</b>	34.629055,-92.230216(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Smith, Joyce
<b>Additional Participating Persons:</b>	ARCHIE A NEWBY; LITTLE ROCK , AR
<b>Original Publish Date:</b>	September 30, 1994
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	
<b>Investigation Docket:</b>	<a href="https://data.ntsb.gov/Docket?ProjectID=18665">https://data.ntsb.gov/Docket?ProjectID=18665</a>

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](#).