



Aviation Investigation Final Report

Location:	MARIPOSA, California	Accident Number:	LAX93LA038
Date & Time:	November 14, 1992, 13:40 Local	Registration:	N5187M
Aircraft:	TAYLORCRAFT BC-12D	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PILOT SAID HE WAS ON APPROACH TO HIS PRIVATE AIRSTRIP AND HE LET THE AIRCRAFT GET LOW AND SLOW. THE AIRCRAFT ENCOUNTERED A DOWNDRAFT WHICH THE PILOT WAS UNABLE TO CORRECT AND THE AIRPLANE COLLIDED WITH TREES AT THE APPROACH END OF THE RUNWAY.

Probable Cause and Findings

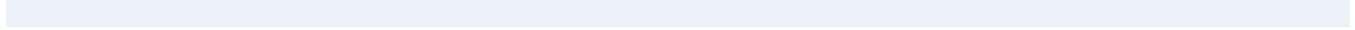
The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S FAILURE TO MAINTAIN A SUFFICIENT AIRSPEED MARGIN WHILE ON FINAL APPROACH, AND, AFTER ENCOUNTERING A DOWN DRAFT, HIS FAILURE TO CORRECT THE RESULTING DESCENT RATE AND MAINTAIN A GLIDE PATH WHICH WOULD MAINTAIN OBSTACLE CLEARANCE.

Findings

Occurrence #1: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

Findings

1. OBJECT - TREE(S)
2. WEATHER CONDITION - DOWNDRAFT
3. (C) AIRSPEED(VREF) - NOT MAINTAINED - PILOT IN COMMAND
4. (C) DESCENT - NOT CORRECTED - PILOT IN COMMAND



Factual Information

Pilot Information

Certificate:	Private	Age:	62, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	April 9, 1992
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	713 hours (Total, all aircraft), 366 hours (Total, this make and model), 641 hours (Pilot In Command, all aircraft), 9 hours (Last 90 days, all aircraft), 9 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	TAYLORCRAFT	Registration:	N5187M
Model/Series:	BC-12D BC-12D	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	10487
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	August 23, 1992 Annual	Certified Max Gross Wt.:	1250 lbs
Time Since Last Inspection:	23 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1325 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	C-85-8
Registered Owner:	ARTHUR P. CHRISTEN	Rated Power:	85 Horsepower
Operator:	JOSEPH E. CARBAUGH	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:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	20 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	330°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	MERCED, CA (MCE)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	13:00 Local	Type of Airspace:	Class G

Airport Information

Airport:	PRIVATE STRIP NONE	Runway Surface Type:	Grass/turf
Airport Elevation:	2900 ft msl	Runway Surface Condition:	Dry
Runway Used:	33	IFR Approach:	None
Runway Length/Width:	1073 ft / 50 ft	VFR Approach/Landing:	Full stop

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:	37.490364,-120.000419(est)

Administrative Information

Investigator In Charge (IIC):	Rich, Jeff
Additional Participating Persons:	JIM SHAMP; FRESNO , CA
Original Publish Date:	September 14, 1993
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=27863

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](#).