



Aviation Investigation Final Report

Location:	BINGHAM, Maine	Accident Number:	NYC87LA239
Date & Time:	August 23, 1987, 17:00 Local	Registration:	N96241
Aircraft:	TAYLORCRAFT BC-12D	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PLT RPRTD HE WAS TAKING OFF FROM A LAKE & WAS CLIMBING THRU ABOUT 200-300 FT AGL WHEN THE ACFT ENCTRD A SEVERE DOWNDRAFT. SUBSEQUENTLY, THE FLOAT PLANE COLLIDED WITH RISING TERRAIN. NO PREIMPACT PART FAILURE OR MALFUNCTION WAS RPRTD. THE PLT RPRTD THE WIND WAS FROM THE NORTH AT 10 GUSTING 15 KTS. A WITNESS STATED THE ACFT APPEARED TO BE BUFFETED BY WINDS AFTER IT BECAME AIRBORNE.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

Findings

Occurrence #1: IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. (C) PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 2. TERRAIN CONDITION - WATER,ROUGH
 3. (F) WEATHER CONDITION - UNFAVORABLE WIND
 4. (F) WEATHER CONDITION - GUSTS
 5. (F) WEATHER CONDITION - DOWNDRAFT
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Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

6. (F) TERRAIN CONDITION - RISING

Factual Information

Pilot Information

Certificate:	Private	Age:	28, Male
Airplane Rating(s):	Single-engine land; Multi-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 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	February 3, 1987
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	847 hours (Total, all aircraft), 450 hours (Total, this make and model), 756 hours (Pilot In Command, all aircraft), 108 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	TAYLORCRAFT	Registration:	N96241
Model/Series:	BC-12D BC-12D	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	8541
Landing Gear Type:	Float	Seats:	2
Date/Type of Last Inspection:	July 1, 1987 Annual	Certified Max Gross Wt.:	1200 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	1300 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	C-85
Registered Owner:	THEODORE N. POIRIER	Rated Power:	85 Horsepower
Operator:		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	
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	10 knots / 15 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	360°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	24°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	BINGHAM , ME	Type of Flight Plan Filed:	None
Destination:	SCARBOROUGH , ME	Type of Clearance:	None
Departure Time:	17:00 Local	Type of Airspace:	Class G

Airport Information

Airport:		Runway Surface Type:	
Airport Elevation:	0 ft msl	Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:	0 ft / 0 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	1 Minor	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Minor	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC): Danhauer, Clifford

Additional Participating Persons:

Original Publish Date: March 31, 1989

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.ntsb.gov/Docket?ProjectID=30726>

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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](#).