



# Aviation Investigation Final Report

<b>Location:</b>	LENEXA, Kansas	<b>Accident Number:</b>	MKC89FA014
<b>Date &amp; Time:</b>	October 25, 1988, 01:30 Local	<b>Registration:</b>	N39231
<b>Aircraft:</b>	TAYLORCRAFT BC-12D	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 Serious
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

THE PIC HAD BEEN DRINKING ALCOHOLIC BEVERAGES BEFORE THE FLT AND HAD TAKEN THE PRESCRIPTION ANTI-DEPRESSION DRUG PAMELOR. IN COMBINATION, THE ADVERSE SIDE-EFFECTS OF THE DRUG ARE MAGNIFIED. THE PIC DECIDED TO FLY INSTEAD OF DRIVE TO VISIT A FRIEND WORKING THE NIGHT SHIFT WHERE HE WAS ALSO EMPLOYED. AFTER THE VISIT, THE PIC DEPARTED THE LOCAL AIRPORT TO FLY 7 NM TO A NEARBY AIRPORT WHERE THE AIRCRAFT HAD BEEN HANGARED. THE PIC ONLY REMEMBERED FLYING ALONG THE INTERSTATE HWY, NORTHWEST OF THE DEPARTURE AIRPORT PRIOR TO THE CRASH. THE IMPACT OCCURRED IN THE CENTER MEDIAN OF THE INTERSTATE HWY. INTERVIEWS WITH THE PIC REVEALED THAT HE HAD ALSO BEEN DRINKING WHILE FLYING THE AIRCRAFT. TOX TESTS REVEALED THAT THE PILOT'S BLOOD ALCOHOL LEVEL WAS .15%.

## Probable Cause and Findings

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

### Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT  
Phase of Operation: CRUISE - NORMAL

#### Findings

1. (C) AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND

2. (C) STALL - INADVERTENT - PILOT IN COMMAND
3. (C) INCAPACITATION(DRUGS) - PILOT IN COMMAND
4. (C) INCAPACITATION(ALCOHOL) - PILOT IN COMMAND

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Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: DESCENT - UNCONTROLLED

## Factual Information

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	31, Male
<b>Airplane Rating(s):</b>	Single-engine land; Multi-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<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>	April 11, 1988
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	992 hours (Total, all aircraft), 68 hours (Total, this make and model), 917 hours (Pilot In Command, all aircraft), 92 hours (Last 90 days, all aircraft), 19 hours (Last 30 days, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	TAYLORCRAFT	<b>Registration:</b>	N39231
<b>Model/Series:</b>	BC-12D BC-12D	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	6-A85
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	August 6, 1988 Annual	<b>Certified Max Gross Wt.:</b>	1500 lbs
<b>Time Since Last Inspection:</b>	66 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	1935 Hrs	<b>Engine Manufacturer:</b>	CONTINENTAL
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	A65-8F
<b>Registered Owner:</b>	STANLEY E. VOGEL	<b>Rated Power:</b>	65 Horsepower
<b>Operator:</b>	VOGEL, STAN	<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>	Night/dark
<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>	15 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>	10°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	OLATHE , KS (OJC )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	(IXD )	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	01:20 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

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

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Serious	<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 Serious	<b>Latitude, Longitude:</b>	38.95911,-94.73973(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Thorpe, Clint
<b>Additional Participating Persons:</b>	ED ROSENBERGER; KANSAS CITY , MO
<b>Original Publish Date:</b>	March 26, 1990
<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=34666">https://data.nts.gov/Docket?ProjectID=34666</a>

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