



Aviation Investigation Final Report

Location:	SOUTH PARIS, Maine	Accident Number:	NYC84FA189
Date & Time:	March 9, 1984, 00:00 Local	Registration:	N95040
Aircraft:	TAYLORCRAFT BC12-D	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 Fatal
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

BEFORE THE ACCIDENT, THE PLT WAS LAST SEEN ON 3/9/84 AT 1530 EST & HAD NOT EXPRESSED ANY INTENTIONS OF FLYING. AT 1730, HIS CAR WAS LOCATED AT THE ARPT & HIS ACFT, WHICH HAD BEEN KEPT THERE, WAS GONE. THE ACFT WAS FOUND ON 5/24/84 WHERE IT HAD CRASHED ON MOUNTAINOUS/HILLY TERRAIN WHILE DESCENDING UNDER UNKNOWN CIRCUMSTANCES. THE HISTORY OF FLT COULD NOT BE DETERMINED. NO EVIDENCE OF A PREIMPACT MECHANICAL MALFUNCTION OR FAILURE OF THE ACFT WAS FOUND. A TOXICOLOGICAL CHECK OF THE PLT'S BLOOD REVEALED AN ALCOHOL LEVEL OF 0.08%; HOWEVER, THE AMOUNT OF ALCOHOL DUE TO PUTREFACTION WAS NOT KNOWN. ABOUT 45 MI SE OF THE ACCIDENT SITE, THE 1650 EST WX AT PORTLAND, ME, WAS, IN PART: SKY CLEAR, VISIBILITY 20 MI, WIND 030 DEG AT 10 KTS.

Probable Cause and Findings

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

Findings

Occurrence #1: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT

Findings

1. (C) REASON FOR OCCURRENCE UNDETERMINED
2. TERRAIN CONDITION - MOUNTAINOUS/HILLY

Factual Information

Pilot Information

Certificate:	Private	Age:	35,Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Front
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	Yes
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	June 7, 1982
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	155 hours (Total, all aircraft), 31 hours (Total, this make and model), 135 hours (Pilot In Command, all aircraft), 31 hours (Last 90 days, all aircraft), 19 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	TAYLORCRAFT	Registration:	N95040
Model/Series:	BC12-D BC12-D	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	9440
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	October 28, 1983 Annual	Certified Max Gross Wt.:	1100 lbs
Time Since Last Inspection:	32 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	2759 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	A-65
Registered Owner:	JERRY L. THOMPSON	Rated Power:	65 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:	Not reported
Observation Facility, Elevation:	PWM	Distance from Accident Site:	
Observation Time:	16:50 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	20 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	10 knots / None	Turbulence Type Forecast/Actual:	/
Wind Direction:	30°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	-7°C / -14°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	BOWDOINHAM	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	00:00 Local	Type of Airspace:	

Airport Information

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

Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Fatal	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC): Jones, Dennis

Additional Participating Persons: DAVID CROOK; PORTLAND , ME

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=35346>

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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](#).