



Aviation Investigation Final Report

Location:	GENESE0, New York	Accident Number:	NYC95LA131
Date & Time:	June 1, 1995, 14:30 Local	Registration:	N43705
Aircraft:	TAYLORCRAFT BC-12	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Serious, 1 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE AIRPLANE LANDED AT A LOCAL AIRPORT, WHERE THE PILOT PURCHASED AUTO FUEL FROM A VENDOR. PLASTIC CONTAINERS WERE USED TO TRANSPORT THE FUEL TO THE AIRPLANE. DURING INITIAL CLIMB AFTER TAKEOFF, THE ENGINE LOST POWER AND THE PILOT MADE A FORCED LANDING. DURING THE LANDING THE AIRPLANE NOSED OVER. EXAMINATION REVEALED THE AIRPLANE'S FUEL TANKS ALL CONTAINED AUTO FUEL, AND THE CARBURETOR BOWL CONTAINED WATER AND SEDIMENT. THE PLASTIC CONTAINERS USED TO TRANSPORT THE FUEL ALSO CONTAINED WATER AND SEDIMENT.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's inadequate preflight inspection, which failed to detect water-contaminated fuel which resulted in the loss of engine power. Also causal was the pilot's failure to maintain airspeed during the forced landing, which resulted in the inadvertent stall/spin and collision with the terrain.

Findings

Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - NONMECHANICAL
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. (C) FLUID,FUEL - CONTAMINATION,WATER

- 2. (C) AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
- 3. FLUID,FUEL - STARVATION

Occurrence #2: FORCED LANDING
Phase of Operation: DESCENT - EMERGENCY

Occurrence #3: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: DESCENT - EMERGENCY

Findings

- 4. (C) AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
- 5. STALL/SPIN - INADVERTENT - PILOT IN COMMAND

Occurrence #4: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Factual Information

On June 1, 1995, at 1430 eastern daylight time, a Taylorcraft BC-12, N43705, was substantially damaged during a forced landing after takeoff from the Geneseo Airport, Geneseo, New York. The private pilot was seriously injured and the passenger received minor injuries. Visual meteorological conditions prevailed, for the personal flight originating at Geneseo. No flight plan had been filed for the flight conducted under 14 CFR Part 91.

The pilot and passenger flew from Lancaster, New York, to the Geneseo Airport (D52), the day of the accident. While at D52, the pilot purchased auto fuel from a local vendor to refuel his airplane, and used plastic containers to transport the fuel. After about 45 minutes of ground time at D52, the pilot and passenger boarded the airplane for the return trip to Lancaster.

In the NTSB Form 6120.1/2, the pilot stated that he performed a soft field takeoff at D52, and during the initial climb the engine lost power. He then observed trees and power lines at the end of the runway, and elected to attempt a landing to the left of the runway.

The pilot further stated:

...Airplane proceeded to glide normally, then at approximately 100 feet, the nose of the aircraft dropped straight down and the aircraft plunged to the ground...

In a written statement, a witness to the accident said:

...I heard an aircraft engine miss. I looked north towards the runway and saw a blue and white aircraft at about 100 feet. It's engine quit, and it turned and dived vertically to the left, hitting the ground.

A Federal Aviation Administration Airworthiness Inspector examined the wreckage at the accident site. The Inspector's report stated that the airplane's three fuel tanks contained auto fuel, and the carburetor bowl contained water and sediment. The Inspector also examined the plastic containers used to transport the auto fuel to the airplane. His report stated, "...it appears the same sediments and water drained from the carburetor bowl were found in the plastic containers..."

Pilot Information

Certificate:	Private	Age:	70, 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—no waivers/lim.	Last FAA Medical Exam:	November 16, 1993
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	402 hours (Total, all aircraft), 183 hours (Total, this make and model), 402 hours (Pilot In Command, all aircraft), 67 hours (Last 90 days, all aircraft), 20 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	TAYLORCRAFT	Registration:	N43705
Model/Series:	BC-12 BC-12	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	7364
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	July 28, 1994 Annual	Certified Max Gross Wt.:	1200 lbs
Time Since Last Inspection:	94 Hrs	Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	A-65-8
Registered Owner:	BERNARD CHESNA	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:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	24°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	(D77)	Type of Flight Plan Filed:	None
Destination:	LANCASTER , NY (D77)	Type of Clearance:	None
Departure Time:	14:30 Local	Type of Airspace:	Class G

Airport Information

Airport:	GENESEO D52	Runway Surface Type:	Grass/turf
Airport Elevation:	560 ft msl	Runway Surface Condition:	Dry
Runway Used:	23	IFR Approach:	None
Runway Length/Width:	4695 ft / 90 ft	VFR Approach/Landing:	Forced landing

Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Substantial
Passenger Injuries:	1 Minor	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Serious, 1 Minor	Latitude, Longitude:	42.790824,-77.810249(est)

Administrative Information

Investigator In Charge (IIC):	Pearce, Robert
Additional Participating Persons:	PEDRO L MUNOZ; ROCHESTER , NY
Original Publish Date:	December 4, 1995
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=38976

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](#).