



# Aviation Investigation Final Report

<b>Location:</b>	ASHLAND, Oregon	<b>Accident Number:</b>	SEA90LA052
<b>Date &amp; Time:</b>	March 15, 1990, 08:45 Local	<b>Registration:</b>	N39205
<b>Aircraft:</b>	TAYLORCRAFT BC12-D	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 Serious, 1 Minor
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

DURING A PLEASURE FLIGHT, THE PILOT REPORTED THAT HE AND HIS PASSENGER WERE SIGHTSEEING AS THE AIRPLANE WAS CLIMBING TO ALTITUDE. THE FLIGHT WAS PARALLELING A RIDGELINE THAT CONVERGED INTO A CANYON. WHEN THE AIRPLANE ATTAINED A SUFFICIENT ALTITUDE TO CLEAR THE RIDGELINE, THE PILOT BEGAN A TURN TO THE RIGHT INTENDING TO COMPLETE A 180 DEGREE TURN. DURING THE TURN THE AIRPLANE STALLED. THE PILOT RECOVERED FROM THE STALL; HOWEVER, THE AIRPLANE LOST ENOUGH ALTITUDE THAT IT WAS NOW BELOW THE RIDGELINE. THE PILOT CONTINUED THE TURN; HOWEVER, THE AIRPLANE DID NOT HAVE SUFFICIENT AIRSPEED OR ALTITUDE TO CLEAR THE TERRAIN.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: PILOT DISPLAYED POOR INFLIGHT PLANNING AND DECISIONS BY ALLOWING THE AIRPLANE'S SPEED TO DETERIORATE TO THE POINT THAT THE AIRPLANE STALLED. THE PILOT COULD NOT FULLY CORRECT THE SITUATION DUE TO A LOSS OF ALTITUDE AND INSUFFICIENT CLEARANCE FROM THE TERRAIN.

## Findings

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

Findings

1. (C) AIRSPEED - INADEQUATE - PILOT IN COMMAND
2. (F) STALL - UNCONTROLLED - PILOT IN COMMAND
3. (C) IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
4. (F) PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND

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Occurrence #2: IN FLIGHT COLLISION WITH OBJECT

Phase of Operation: DESCENT - UNCONTROLLED

Findings

5. (F) OBJECT - TREE(S)

## Factual Information

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	28, Male
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	April 27, 1988
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	270 hours (Total, all aircraft), 205 hours (Total, this make and model), 220 hours (Pilot In Command, all aircraft), 28 hours (Last 90 days, all aircraft), 13 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	TAYLORCRAFT	<b>Registration:</b>	N39205
<b>Model/Series:</b>	BC12-D BC12-D	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Utility	<b>Serial Number:</b>	6459
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	January 11, 1990 Annual	<b>Certified Max Gross Wt.:</b>	1200 lbs
<b>Time Since Last Inspection:</b>	16 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	1510 Hrs	<b>Engine Manufacturer:</b>	CONTINENTAL
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	A-65-8
<b>Registered Owner:</b>	PEILE, KELLY T.	<b>Rated Power:</b>	65 Horsepower
<b>Operator:</b>		<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>	Day
<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>	
<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>	-18°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>		<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	REDDING , CA (RDD )	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	08:35 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>	1 Minor	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 Serious, 1 Minor	<b>Latitude, Longitude:</b>	42.149536,-122.530044(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Eckrote, Debra
<b>Additional Participating Persons:</b>	TOM BAILEY; HILLSBORO , OR
<b>Original Publish Date:</b>	February 12, 1993
<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=41175">https://data.nts.gov/Docket?ProjectID=41175</a>

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