



Aviation Investigation Final Report

Location:	UNALAKLEET, Alaska	Accident Number:	ANC87LA010
Date & Time:	October 24, 1986, 14:45 Local	Registration:	N95248
Aircraft:	TAYLORCRAFT BC-12D	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Ferry		

Analysis

THE PRIVATE PILOT WITH 14 HOURS EXPERIENCE IN THIS AIRPLANE DID NOT RECOGNIZE THAT THE CARBURETOR HEAT CONTROL WAS NOT FUNCTIONING PROPERLY. HE DID NOT RECALL DRAINING THE AIRPLANE'S FUEL SUMPS AFTER REFUELING FROM EXPOSED FUEL TANKS PRIOR TO TAKEOFF. CARBURETOR ICE AND PARTICULATE MATTER AND WATER COULD HAVE DEROGATED ENGINE PERFORMANCE. AFTER PWR LOSS DURING INITIAL CLIMB THE PLT WAS UNABLE TO RETURN TO THE ARPT AND LANDED OFF SHORE IN WATER. AFTER RECOVERY THE ENG WA OPERATED. THE DAY OF THE ACC HAD WX COND. FOR CARB ICE.

Probable Cause and Findings

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

Findings

Occurrence #1: LOSS OF ENGINE POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. (C) CARBURETOR HEAT CONTROL,CABLE/PUSH-PULL ROD - DISCONNECTED
2. (C) FUEL SUPPLY - IMPROPER - PILOT IN COMMAND
3. (C) FUEL SYSTEM - CONTAMINATION
4. (C) CARBURETOR HEAT - ATTEMPTED - PILOT IN COMMAND

- 5. (C) FUEL SYSTEM - WATER
- 6. (C) AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
- 7. (F) WEATHER CONDITION - CARBURETOR ICING CONDITIONS

Occurrence #2: UNDERSHOOT
Phase of Operation: LANDING

Findings

- 8. (F) LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
- 9. (F) MANEUVER - MISJUDGED - PILOT IN COMMAND
- 10. (F) EMERGENCY PROCEDURE - DELAYED - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Private	Age:	24, 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-w/ waivers/lim	Last FAA Medical Exam:	July 12, 1986
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	230 hours (Total, all aircraft), 14 hours (Total, this make and model), 170 hours (Pilot In Command, all aircraft), 27 hours (Last 90 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	TAYLORCRAFT	Registration:	N95248
Model/Series:	BC-12D BC-12D	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	9648
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	October 15, 1985 Annual	Certified Max Gross Wt.:	1200 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	A-65
Registered Owner:	JAMES M. BREWER II	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:	Scattered / 900 ft AGL	Visibility	20 miles
Lowest Ceiling:	Overcast / 1500 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	80°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	-4°C / -7°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	VFR
Destination:	GALENA , AK (GAL)	Type of Clearance:	None
Departure Time:	14:43 Local	Type of Airspace:	Class G

Airport Information

Airport:	UNALAKLEET UNK	Runway Surface Type:	Gravel
Airport Elevation:	21 ft msl	Runway Surface Condition:	Dry
Runway Used:	8	IFR Approach:	None
Runway Length/Width:	2000 ft / 80 ft	VFR Approach/Landing:	Forced landing

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	64.090774,-160.359573(est)

Administrative Information

Investigator In Charge (IIC): Stella, Marc

Additional Participating Persons: WESLEY K KING; FAIRBANKS , AK
ALBERT BAUMAN; FAIRBANKS , AK

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=4805>

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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](#).