



# Aviation Investigation Final Report

<b>Location:</b>	MOBILE, Alabama	<b>Accident Number:</b>	ATL91FA138
<b>Date &amp; Time:</b>	July 20, 1991, 17:00 Local	<b>Registration:</b>	N96802
<b>Aircraft:</b>	TAYLORCRAFT BC12-D	<b>Aircraft Damage:</b>	Destroyed
<b>Defining Event:</b>		<b>Injuries:</b>	1 Fatal
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

WITNESSES REPORTED THAT THE AIRCRAFT HAD TAXIED ON THE RUNWAY, AT HIGH SPEED, SEVERAL TIMES. A TAKEOFF WAS THEN MADE, AND WHEN THE AIRCRAFT HAD CLIMBED TO ABOUT 200 FEET, ABOVE GROUND LEVEL, THE ENGINE SPUTTERED. THE AIRCRAFT THEN TURNED BACK TOWARD THE RUNWAY, ENTERED A NOSE DIVE, AND COLLIDED WITH THE TERRAIN IN A VERTICAL NOSE DOWN POSITION. INVESTIGATION REVEALED THAT THE PILOT, WHO WAS NOT A LICENSED MECHANIC, HAD RECENTLY REPLACED THE CARBURETOR. THE FUEL ON BOARD THE AIRCRAFT WAS AN AUTOMOTIVE TYPE FUEL, AND NO EVIDENCE OF A SUPPLEMENTAL TYPE CERTIFICATE FOR THE USE OF AUTOMOTIVE FUEL COULD BE FOUND. THERE WAS EVIDENCE OF ROTATIONAL DAMAGE TO THE PROPELLER, AND THE THROTTLE WAS FOUND IN THE IDLE POSITION.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE FAILURE OF THE PILOT TO MAINTAIN AIRSPEED AND HIS SUBSEQUENT INADVERTENT STALL DURING HIS ATTEMPT TO RETURN TO THE DEPARTURE RUNWAY. A FACTOR WAS THE LOSS OF ENGINE POWER FOR UNDETERMINED REASONS.

## Findings

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

Findings

1. SINGLE ENGINE AIRCRAFT
  2. (F) POWERPLANT - UNDETERMINED
  3. FLUID,FUEL GRADE - IMPROPER
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Occurrence #2: FORCED LANDING

Phase of Operation: DESCENT - EMERGENCY

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Occurrence #3: LOSS OF CONTROL - IN FLIGHT

Phase of Operation: MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Findings

4. (C) AIRSPEED(VS) - NOT MAINTAINED - PILOT IN COMMAND
  5. (C) STALL - INADVERTENT - PILOT IN COMMAND
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Occurrence #4: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT - UNCONTROLLED

## Factual Information

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	37, 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>	Yes
<b>Medical Certification:</b>	Class 3 Valid Medical--w/ waivers/lim	<b>Last FAA Medical Exam:</b>	February 9, 1990
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	200 hours (Total, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	TAYLORCRAFT	<b>Registration:</b>	N96802
<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>	Normal	<b>Serial Number:</b>	9102
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	January 2, 2000 Unknown	<b>Certified Max Gross Wt.:</b>	1200 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	Rolls-Royce
<b>ELT:</b>	Not installed	<b>Engine Model/Series:</b>	O-200
<b>Registered Owner:</b>	BEAN, EDWIN A.	<b>Rated Power:</b>	
<b>Operator:</b>	BEAN, EDWIN A.	<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>	MOB ,228 ft msl	<b>Distance from Accident Site:</b>	4 Nautical Miles
<b>Observation Time:</b>	17:20 Local	<b>Direction from Accident Site:</b>	360°
<b>Lowest Cloud Condition:</b>	Scattered / 3700 ft AGL	<b>Visibility</b>	15 miles
<b>Lowest Ceiling:</b>	Broken / 25000 ft AGL	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	8 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	160°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30 inches Hg	<b>Temperature/Dew Point:</b>	30°C / 23°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>		<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	00:00 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	PRIVATE NONE	<b>Runway Surface Type:</b>	Grass/turf
<b>Airport Elevation:</b>	200 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	18	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	1400 ft / 75 ft	<b>VFR Approach/Landing:</b>	Forced landing

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Fatal	<b>Aircraft Damage:</b>	Destroyed
<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 Fatal	<b>Latitude, Longitude:</b>	30.630397,-88.280929(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Sasser iii, Roff
<b>Additional Participating Persons:</b>	TOM MILLER; BIRMINGHAM , AL
<b>Original Publish Date:</b>	April 23, 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=8331">https://data.nts.gov/Docket?ProjectID=8331</a>

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