



National Transportation Safety Board Aviation Accident Final Report

Location:	ANTIOCH, CA	Accident Number:	LAX91LA237
Date & Time:	06/01/1991, 1309 PDT	Registration:	N49173
Aircraft:	TAYLORCRAFT DCO-65	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None

Flight Conducted Under: Part 91: General Aviation - Personal

Analysis

THE PILOT WAS ATTEMPTING TO DEPART THE 1300 FOOT RUNWAY AND THE ENGINE WAS NOT DEVELOPING FULL POWER. THE PILOT INADVERTENTLY LEFT THE CARB HEAT ON. WHEN THE AIRPLANE WAS ABOUT 100 YARDS FROM THE END OF THE RUNWAY THE PILOT ABRUPTLY PULLED THE CONTROL STICK EFFECTING A LIFT-OFF IN GROUND EFFECT. WHEN THE AIRPLANE ATTAINED AN ALTITUDE ABOVE GROUND EFFECT IT STALLED AND SETTLED INTO THE TREES AND INJURED AN INDIVIDUAL ON THE GROUND AS THE AIRCRAFT PASSED OVER HIM.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THAT THE PILOT'S PREFLIGHT WAS IMPROPER; THAT HE DEPARTED WITH THE CARBURETOR HEAT ON; FAILED TO ABORT WHEN IT BECAME EVIDENT THAT THE AIRPLANE WAS NOT GOING TO TAKE OFF; AND ABRUPTLY LIFTING THE AIRPLANE SO THAT IT BECAME AIRBORNE IN GROUND EFFECT, BUT THEN STALLED AND SETTLED INTO THE TREES.

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. (C) AIRCRAFT PREFLIGHT - IMPROPER - PILOT IN COMMAND
2. (C) CARBURETOR HEAT - INADVERTENT USE - PILOT IN COMMAND
3. (C) ABORT - NOT PERFORMED - PILOT IN COMMAND
4. (C) LIFT-OFF - ABRUPT - PILOT IN COMMAND
5. (F) STALL/MUSH - INADVERTENT - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Findings

6. OBJECT - TREE(S)

Factual Information

Pilot Information

Certificate:	Private	Age:	67, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Unknown
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	11/14/1989
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	562 hours (Total, all aircraft), 200 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	TAYLORCRAFT	Registration:	N49173
Model/Series:	DCO-65 DCO-65	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:		Serial Number:	5220
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	01/02/2000, Unknown	Certified Max Gross Wt.:	1350 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	CONTINENTAL
ELT:	Installed, activated	Engine Model/Series:	C-65
Registered Owner:	KENNETH L. BURGESS	Rated Power:	65 hp
Operator:	KENNETH L. BURGESS	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	CCR, 200 ft msl	Distance from Accident Site:	18 Nautical Miles
Observation Time:	1345 PDT	Direction from Accident Site:	90°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	30 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	14 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	20°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	33° C
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1308 PDT	Type of Airspace:	

Airport Information

Airport:	RODDY RANCH	Runway Surface Type:	Dirt
Airport Elevation:		Runway Surface Condition:	Dry
Runway Used:	28	IFR Approach:	None
Runway Length/Width:	1300 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	A. D Llorente	Report Date:	05/27/1993
Additional Participating Persons:	EGONS KNETS; OAKLAND, CA		
Publish Date:			
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).