



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	ANTIOCH, CA	<b>Accident Number:</b>	LAX91LA237
<b>Date &amp; Time:</b>	06/01/1991, 1309 PDT	<b>Registration:</b>	N49173
<b>Aircraft:</b>	TAYLORCRAFT DCO-65	<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	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

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

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

### Findings

6. OBJECT - TREE(S)

## Pilot Information

Certificate:	Private	Age:	67
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	None
Other Aircraft Rating(s):	None	Instructor Rating(s):	
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	Engines:	1 Reciprocating
Operator:	KENNETH L. BURGESS	Engine Manufacturer:	CONTINENTAL
Operating Certificate(s) Held:	None	Engine Model/Series:	C-65
Flight Conducted Under:	Part 91: General Aviation - Personal		

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	CCR, 200 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	None / 0 ft agl	Wind Speed/Gusts, Direction:	14 knots / , 20°
Temperature:	33° C	Visibility	30 Miles
Precipitation and Obscuration:			
Departure Point:	Destination:		

## Airport Information

Airport:	RODDY RANCH	Runway Surface Type:	Dirt
Runway Used:	28	Runway Surface Condition:	Dry
Runway Length/Width:	1300 ft		

## 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
Latitude, Longitude:			

## Administrative Information

Investigator In Charge (IIC): A. D Llorente

Adopted Date: 05/27/1993

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](mailto:pubinq@ntsb.gov), or at 800-877-6799. Dockets released after this date are available at <http://dms.nts.gov/pubdms/>.

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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.