



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	HESEL, MI	<b>Accident Number:</b>	CHI84LA323
<b>Date &amp; Time:</b>	08/01/1984, 1915 EDT	<b>Registration:</b>	N94955
<b>Aircraft:</b>	FAIRCHILD BC12-D	<b>Injuries:</b>	2 Serious
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Analysis

ACFT DEPARTED IN VFR CONDITIONS FOR SHORT X-COUNTRY FLT. NO WEATHER BRIEFING WAS OBTAINED. ON INITIAL ENCOUNTER WITH DETERIORATING CEILING AND VISIBILITY CONDITIONS, PLT REDUCED ALTITUDE IN ATTEMPT TO MAINTAIN GROUND REFERENCE. COURSE REVERSAL NOT INITIATED UNTIL GROUND REFERENCE LOST. PILOT CITED DISORIENTATION IN TURN AND STALL AS CAUSE OF LOSS OF CONTROL. WX REPORTED AT PELLSTON, MI, (30 MI S), WAS 3 MI VISIBILITY, 800 FT THIN BKN, 4000 FT OVC.

## Probable Cause

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

## Findings

Occurrence #1: IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation: CRUISE - NORMAL

### Findings

1. (F) PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. (F) PREFLIGHT BRIEFING SERVICE - NOT OBTAINED - PILOT IN COMMAND
3. (C) VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
4. (F) WEATHER CONDITION - LOW CEILING
5. (F) WEATHER CONDITION - FOG
6. (F) WEATHER CONDITION - RAIN
7. (C) REMEDIAL ACTION - DELAYED - PILOT IN COMMAND
8. (F) LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND

Occurrence #2: LOSS OF CONTROL - IN FLIGHT  
Phase of Operation: MANEUVERING - TURN TO REVERSE DIRECTION

### Findings

9. (C) AIRSPEED(VS) - NOT MAINTAINED - PILOT IN COMMAND
10. (F) SPATIAL DISORIENTATION - PILOT IN COMMAND
11. (C) STALL/SPIN - INADVERTENT - PILOT IN COMMAND

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: DESCENT - UNCONTROLLED

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	62
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Instrument Rating(s):</b>	None
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	300 hours (Total, all aircraft), 200 hours (Total, this make and model)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	FAIRCHILD	<b>Registration:</b>	N94955
<b>Model/Series:</b>	BC12-D BC12-D	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	FREDERICK F. BAKER	<b>Engine Manufacturer:</b>	CONTINENTAL
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	O-200-A
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Instrument Conditions	<b>Condition of Light:</b>	Dusk
<b>Observation Facility, Elevation:</b>	PLN, 720 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	Unknown / 0 ft agl	<b>Wind Speed/Gusts, Direction:</b>	5 knots / , 260°
<b>Temperature:</b>	19° C	<b>Visibility</b>	0 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	SAULT ST. MARIE, MI (CIU)	<b>Destination:</b>	ST.IGNACE, MI (83D)

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Serious	<b>Aircraft Damage:</b>	Destroyed
<b>Passenger Injuries:</b>	1 Serious	<b>Aircraft Fire:</b>	On-Ground
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	On-Ground
<b>Latitude, Longitude:</b>			

## Administrative Information

<b>Investigator In Charge (IIC):</b>	EDWARD J MC AVOY	<b>Adopted Date:</b>	
<b>Investigation Docket:</b>	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 <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

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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.