



## National Transportation Safety Board Aviation Accident Factual Report

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<b>Location:</b>	Locust Grove, GA	<b>Accident Number:</b>	ATL02LA009
<b>Date &amp; Time:</b>	11/03/2001, 1310 EST	<b>Registration:</b>	N117JB
<b>Aircraft:</b>	Bass Moni	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 Fatal
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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On November 3, 2001, at 1310 eastern standard time, a James E. Bass, Moni Motor Glider, N117JB, collided with the ground while maneuvering at Mallard's Landing, a private airstrip, in Locust Grove, Georgia. The aircraft was owned and operated by the pilot, and the personal flight was conducted under the provisions of Title 14 CFR Part 91 with no flight plan filed. Visual weather conditions prevailed at the time of the accident. The airplane sustained substantial damage, and the airline transport pilot received fatal injuries. The local flight departed Locust Grove, Georgia, at an undetermined time.

The aircraft and several others were participating in a fly-in at Mallard's Landing. According to witnesses, the aircraft executed a high-powered pass approximately 25 feet above ground level down runway 07, then performed an abrupt pull-up into steep climbing loop maneuver. About 200 to 300 feet above the ground, the aircraft was inverted at the top of the loop, then it rolled upright and entered what appeared to be a stall, followed by a spin, and collided with the ground in an 80-degree nose-low attitude. Two witnesses reported the engine "burped," while other witnesses reported the engine sounded as if it were running smoothly.

Examination of the accident site revealed wreckage debris was scattered over an area approximately 40 feet square in the back yard of a residence adjacent to the sod runway. Debris from the propeller spinner and cowling was embedded in the ground, and the propeller assembly was separated and found 30 feet from the main wreckage. The nose section was separated, and the wings displayed extensive perpendicular crush damage from the leading edge aft. Continuity was established from the cockpit controls to the flight control surfaces. Engine continuity was established and both cylinders exhibited compression when the engine was turned by hand. The carburetor was destroyed.

The Operator's Manual for the Rotax 447 engine states on Page 4-3, "This engine is not suitable for acrobatics (inverted flight, etc.)," and on Page 4-2, "Never fly the aircraft equipped with this engine at locations, airspeeds, altitudes, or other circumstances from which a successful no-power landing cannot be made after sudden engine stoppage."

The postmortem examination of the pilot was performed on November 4, 2001, by Dr. John B.

Parker at the Henry County Medical Center Morgue in Stockbridge, Georgia. Blount force trauma The Forensic toxicology was performed by the FAA Toxicology and Accident Laboratory, Oklahoma City, Oklahoma. The tests were negative for carbon monoxide, cyanide, drugs and alcohol.

The aircraft maintenance logbooks were not recovered for examination.

## Pilot Information

<b>Certificate:</b>	Airline Transport; Flight Instructor	<b>Age:</b>	77, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Seat Occupied:</b>	Single
<b>Other Aircraft Rating(s):</b>		<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	Airplane Multi-engine; Airplane Single-engine; Instrument Airplane	<b>Toxicology Performed:</b>	Yes
<b>Medical Certification:</b>	Class 3 Valid Medical--w/ waivers/lim.	<b>Last FAA Medical Exam:</b>	10/20/2000
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	36500 hours (Total, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Bass	<b>Registration:</b>	N117JB
<b>Model/Series:</b>	Moni	<b>Aircraft Category:</b>	Glider
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	Yes
<b>Airworthiness Certificate:</b>	Experimental	<b>Serial Number:</b>	21
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	1
<b>Date/Type of Last Inspection:</b>	Unknown	<b>Certified Max Gross Wt.:</b>	600 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	Rotax
<b>ELT:</b>	Not installed	<b>Engine Model/Series:</b>	447
<b>Registered Owner:</b>	James E. Bass	<b>Rated Power:</b>	40 hp
<b>Operator:</b>	James E. Bass	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	FFC, 808 ft msl	Distance from Accident Site:	24 Nautical Miles
Observation Time:	1253 EDT	Direction from Accident Site:	269°
Lowest Cloud Condition:	Scattered / 8000 ft agl	Visibility	10 Miles
Lowest Ceiling:	Broken / 9000 ft agl	Visibility (RVR):	
Wind Speed/Gusts:	Calm /	Turbulence Type Forecast/Actual:	/
Wind Direction:	Variable	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.25 inches Hg	Temperature/Dew Point:	26 °C / 11 °C
Precipitation and Obscuration:			
Departure Point:	Locust Grove, GA (GA04)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	EST	Type of Airspace:	Class G

## Airport Information

Airport:	Mallard's Landing (GA04)	Runway Surface Type:	Grass/turf
Airport Elevation:	837 ft	Runway Surface Condition:	Dry
Runway Used:	07	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Unknown

## Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Fatal	Latitude, Longitude:	33.345833, -84.109167

## Administrative Information

Investigator In Charge (IIC):	Phillip Powell
Additional Participating Persons:	Ray Belcher; FAA - Atlanta FSDO - 11; College Park, GA
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 <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> .