



National Transportation Safety Board Aviation Accident Final Report

Location:	Locust Grove, GA	Accident Number:	ATL02LA009
Date & Time:	11/03/2001, 1310 EST	Registration:	N117JB
Aircraft:	Bass Moni	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Fatal

Flight Conducted Under: Part 91: General Aviation - Personal

Analysis

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. Two witnesses reported the engine "burped," while other witnesses reported the engine sounded as if it were running smoothly. Examination of the wreckage revealed the nose section was separated, and the wings displayed extensive perpendicular crush damage. 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.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to maintain airspeed during a low-altitude aerobatic maneuver, which resulted in an inadvertent stall/spin and subsequent uncontrolled descent into terrain.

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: MANEUVERING

Findings

1. (F) AEROBATICS - ATTEMPTED - PILOT IN COMMAND
2. (C) AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
3. STALL - INADVERTENT - PILOT IN COMMAND

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

Factual Information

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

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

Aircraft and Owner/Operator Information

Aircraft Make:	Bass	Registration:	N117JB
Model/Series:	Moni	Aircraft Category:	Glider
Year of Manufacture:		Amateur Built:	Yes
Airworthiness Certificate:	Experimental	Serial Number:	21
Landing Gear Type:	Tailwheel	Seats:	1
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	600 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Rotax
ELT:	Not installed	Engine Model/Series:	447
Registered Owner:	James E. Bass	Rated Power:	40 hp
Operator:	James E. Bass	Operating Certificate(s) Held:	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	Report Date:	02/25/2003
Additional Participating Persons:	Ray Belcher; FAA - Atlanta FSDO - 11; College Park, GA		
Publish Date:			
Investigation Docket:	NTSB accident and incident docket 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/ .		

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