



# National Transportation Safety Board Aviation Accident Data Summary

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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>Injuries:</b>	1 Fatal
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## 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

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

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

## Pilot Information

<b>Certificate:</b>	Airline Transport; Flight Instructor	<b>Age:</b>	77
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Instrument Rating(s):</b>	Airplane
<b>Other Aircraft Rating(s):</b>		<b>Instructor Rating(s):</b>	Airplane Multi-engine; Airplane Single-engine; Instrument Airplane
<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>Engines:</b>	1 Reciprocating
<b>Operator:</b>	James E. Bass	<b>Engine Manufacturer:</b>	Rotax
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	447
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	FFC, 808 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	Broken / 9000 ft agl	<b>Wind Speed/Gusts, Direction:</b>	Calm / , Variable
<b>Temperature:</b>	26 °C	<b>Visibility</b>	10 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	Locust Grove, GA (GA04)	<b>Destination:</b>	

## Airport Information

<b>Airport:</b>	Mallard's Landing (GA04)	<b>Runway Surface Type:</b>	Grass/turf
<b>Runway Used:</b>	07	<b>Runway Surface Condition:</b>	Dry
<b>Runway Length/Width:</b>			

## Wreckage and Impact Information

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

## Administrative Information

Investigator In Charge (IIC): Phillip Powell

Adopted Date: 02/25/2003

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.