



# Aviation Investigation Factual Report

<b>Location:</b>	Selma, California	<b>Accident Number:</b>	WPR15LA226
<b>Date &amp; Time:</b>	August 1, 2015, 10:30 Local	<b>Registration:</b>	N49153
<b>Aircraft:</b>	Taylorcraft 12-m	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Collision during takeoff/land	<b>Injuries:</b>	2 Minor
<b>Flight Conducted Under:</b>	Part 91: General aviation - Instructional		

## Factual Information

On August 1, 2015, about 1030 Pacific daylight time, a Taylorcraft 12-m, N49153, experienced a runway excursion at the Selma Airport, Selma, California. The pilot was operating the airplane under the provisions of 14 Code of Federal Regulations (CFR) Part 91. The private pilot under instruction (PUI) and the certified flight instructor (CFI) both received minor injuries. The airplane sustained substantial damage to the wings and the engine mount. The local instructional flight departed about 0900. Visual meteorological conditions (VMC) prevailed, and no flight plan had been filed.

The pilot flew south of the airport after departure to practice basic maneuvers, and then returned to the airport to practice takeoffs and landings. Seven to eight landings to a full stop were successfully completed. On the last takeoff, the airplane lifted off, but would not climb above 5 feet. It settled back to the ground about 3/4 down the runway, lifted off again to a few feet, and then touched down again before hitting an embankment. The airplane bounced over a canal, and crashed into a vineyard about 45 feet from the runway.

The pilot reported that it was hot and humid, the wind conditions were variable, and the airplane was close to maximum gross weight. He stated that there were no mechanical malfunctions or failure with the airplane.

The flight instructor stated that the last takeoff (6th) initially seemed like the previous ones. Power addition was the same; the tail came up a bit slower, but not at an abnormal rate. At liftoff, the pitch attitude was a bit higher than the previous takeoffs. The airplane did not seem to be climbing, so he adjusted his position to see out the front windscreen. As he did this, the airplane bounced. As the airplane went airborne again, he felt that it was not producing sufficient lift to fly. He determined that there was insufficient runway to set the airplane down and stop before going into a deep drainage ditch that was perpendicular to the end of the runway. He held the throttle in the full power position to insure that the PUI didn't try to abort the takeoff, maintained wings level, and lowered the nose as much as possible. He maintained that attitude until the airplane cleared the ditch, and touched down in the vineyard. It contacted the ground in a level attitude, turned sharply 90 degrees, and stopped in about 30 feet.

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	24
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Front
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Lap only
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	Yes
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Without waivers/limitations	<b>Last FAA Medical Exam:</b>	November 22, 2013
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	May 5, 2015
<b>Flight Time:</b>	53 hours (Total, all aircraft), 4 hours (Total, this make and model), 12 hours (Pilot In Command, all aircraft), 10 hours (Last 90 days, all aircraft), 4 hours (Last 30 days, all aircraft)		

## Flight instructor Information

<b>Certificate:</b>	Airline transport; Commercial; Flight instructor; Military	<b>Age:</b>	
<b>Airplane Rating(s):</b>	Single-engine land; Single-engine sea; Multi-engine land	<b>Seat Occupied:</b>	Rear
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Lap only
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	Yes
<b>Instructor Rating(s):</b>	Airplane single-engine	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Without waivers/limitations	<b>Last FAA Medical Exam:</b>	June 19, 2015
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	September 18, 2013
<b>Flight Time:</b>	3434 hours (Total, all aircraft), 10 hours (Total, this make and model), 25 hours (Last 90 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Taylorcraft	<b>Registration:</b>	N49153
<b>Model/Series:</b>	12-m	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>	1943	<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	5320
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	
<b>Date/Type of Last Inspection:</b>	June 11, 2015 Annual	<b>Certified Max Gross Wt.:</b>	1325 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	1590 Hrs as of last inspection	<b>Engine Manufacturer:</b>	CONT MOTOR
<b>ELT:</b>		<b>Engine Model/Series:</b>	9-170-3
<b>Registered Owner:</b>	On file	<b>Rated Power:</b>	65 Horsepower
<b>Operator:</b>	On file	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	KFAT, 336 ft msl	<b>Distance from Accident Site:</b>	13 Nautical Miles
<b>Observation Time:</b>	09:53 Local	<b>Direction from Accident Site:</b>	345°
<b>Lowest Cloud Condition:</b>	Few / 20000 ft AGL	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>		<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	5 knots / None	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	290°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	29.95 inches Hg	<b>Temperature/Dew Point:</b>	31°C / 7°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Selma, CA (0Q4 )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Selma, CA (0Q4 )	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>		<b>Type of Airspace:</b>	

## Airport Information

<b>Airport:</b>	Selma 0Q4	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	305 ft msl	<b>Runway Surface Condition:</b>	Vegetation
<b>Runway Used:</b>	10	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	2490 ft / 50 ft	<b>VFR Approach/Landing:</b>	Forced landing

## Wreckage and Impact Information

<b>Crew Injuries:</b>	2 Minor	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	2 Minor	<b>Latitude, Longitude:</b>	36.34,-119.657218(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Plagens, Howard
<b>Additional Participating Persons:</b>	Mike Coberly; FAA FSDO; Freno, CA
<b>Report Date:</b>	November 3, 2015
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	The NTSB did not travel to the scene of this accident.
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=91686">https://data.nts.gov/Docket?ProjectID=91686</a>

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).