



# Aviation Investigation Final Report

<b>Location:</b>	Hope, Alaska	<b>Accident Number:</b>	WPR22LA325
<b>Date &amp; Time:</b>	August 22, 2022, 15:00 Local	<b>Registration:</b>	N96095
<b>Aircraft:</b>	Taylorcraft BC12-D1	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Collision with terr/obj (non-CFIT)	<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

The pilot reported that, while taxiing after landing, the left wing struck a tree, which resulted in substantial damage to the left wing. The pilot reported that there were no preaccident mechanical failures or malfunctions with the airplane that would have precluded normal operation.

## 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 clearance from a tree while taxiing.

## Findings

<b>Personnel issues</b>	Monitoring environment - Pilot
<b>Environmental issues</b>	Tree(s) - Effect on operation

## Factual Information

### History of Flight

<b>Taxi</b>	Collision with terr/obj (non-CFIT) (Defining event)
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### Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	33, Male
<b>Airplane Rating(s):</b>	Single-engine sea; Multi-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	Airplane single-engine	<b>Toxicology Performed:</b>	
<b>Medical Certification:</b>	Class 1 Without waivers/limitations	<b>Last FAA Medical Exam:</b>	November 5, 2020
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	August 11, 2022
<b>Flight Time:</b>	445 hours (Total, all aircraft), 35 hours (Total, this make and model), 335 hours (Pilot In Command, all aircraft), 159 hours (Last 90 days, all aircraft), 105 hours (Last 30 days, all aircraft), 6 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Taylorcraft	<b>Registration:</b>	N96095
<b>Model/Series:</b>	BC12-D1	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>	1946	<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	8395
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>		<b>Certified Max Gross Wt.:</b>	
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	Lycoming
<b>ELT:</b>	Installed, activated, did not aid in locating accident	<b>Engine Model/Series:</b>	O-290-D2
<b>Registered Owner:</b>	On file	<b>Rated Power:</b>	135 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>	PANC,125 ft msl	<b>Distance from Accident Site:</b>	18 Nautical Miles
<b>Observation Time:</b>	14:53 Local	<b>Direction from Accident Site:</b>	353°
<b>Lowest Cloud Condition:</b>	Few / 2500 ft AGL	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	Broken / 7500 ft AGL	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	6 knots /	<b>Turbulence Type Forecast/Actual:</b>	None / None
<b>Wind Direction:</b>	300°	<b>Turbulence Severity Forecast/Actual:</b>	N/A / N/A
<b>Altimeter Setting:</b>	29.84 inches Hg	<b>Temperature/Dew Point:</b>	14°C / 13°C
<b>Precipitation and Obscuration:</b>	Light - None - Rain		
<b>Departure Point:</b>	Soldotna, AK	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Hope, AK	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	19:00 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	Big Indian None	<b>Runway Surface Type:</b>	
<b>Airport Elevation:</b>	100 ft msl	<b>Runway Surface Condition:</b>	Dry;Rough
<b>Runway Used:</b>		<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>		<b>VFR Approach/Landing:</b>	Full stop

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>		<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	2 None	<b>Latitude, Longitude:</b>	60.879722,-149.95055(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Cawthra, Joshua
<b>Additional Participating Persons:</b>	Michael Marratt; Federal Aviation Administration; Anchorage, AK
<b>Original Publish Date:</b>	December 15, 2022
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class 4</a>
<b>Note:</b>	The NTSB did not travel to the scene of this accident.
<b>Investigation Docket:</b>	<a href="https://data.ntsb.gov/Docket?ProjectID=105835">https://data.ntsb.gov/Docket?ProjectID=105835</a>

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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](#).