



Aviation Investigation Final Report

Location:	Buffalo, New York	Accident Number:	ERA22LA430
Date & Time:	September 24, 2022, 12:45 Local	Registration:	N5619M
Aircraft:	Taylorcraft BC12	Aircraft Damage:	Substantial
Defining Event:	Loss of control in flight	Injuries:	1 Serious
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The vintage tailwheel airplane was on final approach to the runway in a left crosswind. A witness, who was also president of the airport flying club, was mowing grass adjacent to the runway and saw the accident. He stated that the airplane approached the runway low and was “crabbing hard” to the left. The pilot then initiated a go-around. The engine noise increased, but the airplane attempted a go-around at a 90° left angle to the runway. The airplane cleared trees, experienced a “power on stall,” and descended nose first into a grove. The pilot reported that he was injured in the accident and did not remember anything after being 25 ft over the runway on approach; however, he reported that there were no preimpact mechanical malfunctions with the airplane. Examination of the wreckage by a Federal Aviation Administration inspector did not reveal any preimpact mechanical malfunctions. The inspector noted substantial damage to the fuselage and right wing.

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 aircraft control during initial climb after a go-around, which resulted in an aerodynamic stall and spin at low altitude.

Findings

Personnel issues	Aircraft control - Pilot
Aircraft	Angle of attack - Capability exceeded

Factual Information

History of Flight

Initial climb	Loss of control in flight (Defining event)
Initial climb	Aerodynamic stall/spin
Uncontrolled descent	Collision with terr/obj (non-CFIT)

Pilot Information

Certificate:	Private	Age:	70, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Lap only
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 3 With waivers/limitations	Last FAA Medical Exam:	August 18, 2022
Occupational Pilot:	No	Last Flight Review or Equivalent:	August 5, 2021
Flight Time:	1020 hours (Total, all aircraft), 830 hours (Total, this make and model), 983 hours (Pilot In Command, all aircraft), 7 hours (Last 90 days, all aircraft), 4 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Taylorcraft	Registration:	N5619M
Model/Series:	BC12 D85	Aircraft Category:	Airplane
Year of Manufacture:	1948	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	12019
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	July 22, 2022 Annual	Certified Max Gross Wt.:	1280 lbs
Time Since Last Inspection:	6 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1980 Hrs at time of accident	Engine Manufacturer:	Continental
ELT:	C91 installed, not activated	Engine Model/Series:	C-85-8
Registered Owner:	On file	Rated Power:	85 Horsepower
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	BUF,709 ft msl	Distance from Accident Site:	8 Nautical Miles
Observation Time:	12:54 Local	Direction from Accident Site:	197°
Lowest Cloud Condition:	Few / 3500 ft AGL	Visibility	10 miles
Lowest Ceiling:	Broken / 20000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	240°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.03 inches Hg	Temperature/Dew Point:	16°C / 7°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Rock Stream, NY (17NK)	Type of Flight Plan Filed:	None
Destination:	Buffalo, NY	Type of Clearance:	None
Departure Time:	11:45 Local	Type of Airspace:	Class E

Airport Information

Airport:	Clarence Aerodrome D51	Runway Surface Type:	Grass/turf
Airport Elevation:	589 ft msl	Runway Surface Condition:	Dry
Runway Used:	28	IFR Approach:	None
Runway Length/Width:	2500 ft / 67 ft	VFR Approach/Landing:	Go around

Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	1 Serious	Latitude, Longitude:	43.066724,-78.683086

Administrative Information

Investigator In Charge (IIC):	Gretz, Robert
Additional Participating Persons:	Randall Steele; FAA/FSDO; Rochester, NY
Original Publish Date:	May 11, 2023
Last Revision Date:	
Investigation Class:	Class 4
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=105995

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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](#).