



Aviation Investigation Final Report

Location:	Navasota, Texas	Accident Number:	CEN23LA070
Date & Time:	December 26, 2022, 13:30 Local	Registration:	N26625
Aircraft:	Taylorcraft BF	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

The flight instructor reported that during landing rollout on the instructional flight with a student pilot, the student pilot lost directional control of the airplane. They attempted to regain control, but the airplane departed the runway. The student pilot then applied the brakes and the airplane nosed over coming to rest inverted in the adjacent field. The airplane sustained substantial damage to the right wing and engine mount. The flight instructor reported that there were no preaccident 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 student pilot failed to maintain directional control during landing.

Findings

Aircraft	Directional control - Not attained/maintained
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Factual Information

History of Flight

Landing-landing roll	Loss of control on ground (Defining event)
Landing-landing roll	Attempted remediation/recovery
Landing-landing roll	Collision with terr/obj (non-CFIT)

Flight instructor Information

Certificate:	Commercial; Flight instructor; Private	Age:	79, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Right
Other Aircraft Rating(s):	Glider	Restraint Used:	Unknown
Instrument Rating(s):		Second Pilot Present:	Yes
Instructor Rating(s):		Toxicology Performed:	
Medical Certification:	Sport pilot Without waivers/limitations	Last FAA Medical Exam:	June 25, 2022
Occupational Pilot:	No	Last Flight Review or Equivalent:	November 15, 2022
Flight Time:	5500 hours (Total, all aircraft), 500 hours (Total, this make and model), 5300 hours (Pilot In Command, all aircraft), 30 hours (Last 90 days, all aircraft), 10 hours (Last 30 days, all aircraft), 0 hours (Last 24 hours, all aircraft)		

Student pilot Information

Certificate:		Age:	47, Male
Airplane Rating(s):	None	Seat Occupied:	Left
Other Aircraft Rating(s):	Glider	Restraint Used:	4-point
Instrument Rating(s):	None	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Sport pilot Without waivers/limitations	Last FAA Medical Exam:	
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	30 hours (Total, all aircraft), 4 hours (Total, this make and model), 14 hours (Pilot In Command, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Taylorcraft	Registration:	N26625
Model/Series:	BF	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	1967
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	September 1, 2022 Annual	Certified Max Gross Wt.:	1700 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	2700 Hrs at time of accident	Engine Manufacturer:	Continental
ELT:	C91A installed, not activated	Engine Model/Series:	
Registered Owner:	96000 AIRCRAFT LLC	Rated Power:	65
Operator:	96000 AIRCRAFT LLC	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	11R,318 ft msl	Distance from Accident Site:	16 Nautical Miles
Observation Time:	13:35 Local	Direction from Accident Site:	225°
Lowest Cloud Condition:	Clear	Visibility	
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	3 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	290°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	15°C / 8°C
Precipitation and Obscuration:			
Departure Point:	Waller, TX (89TA)	Type of Flight Plan Filed:	None
Destination:	Navasota, TX	Type of Clearance:	None
Departure Time:	13:00 Local	Type of Airspace:	Class E

Airport Information

Airport:	Navasota Municipal Airport 60R	Runway Surface Type:	Asphalt
Airport Elevation:	229 ft msl	Runway Surface Condition:	Dry
Runway Used:	17	IFR Approach:	None
Runway Length/Width:	4500 ft / 50 ft	VFR Approach/Landing:	Stop and go;Traffic pattern

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	30.367139,-96.112944(est)

Administrative Information

Investigator In Charge (IIC):	Gallo, Mitchell
Additional Participating Persons:	Kenneth Tharp; Federal Aviation Administration, Houston FSDO; Houston, TX
Original Publish Date:	February 9, 2023
Last Revision Date:	
Investigation Class:	Class 4
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=106509

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](#).