



Aviation Investigation Final Report

Location:	Hillsboro, Missouri	Accident Number:	CEN23LA143
Date & Time:	March 25, 2023, 18:30 Local	Registration:	N43272
Aircraft:	Taylorcraft BC12-D	Aircraft Damage:	Substantial
Defining Event:	Collision with terr/obj (non-CFIT)	Injuries:	1 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported that while on final approach, the right wing of the airplane struck the top of a tree about 40 feet above ground level. This resulted in an aerodynamic stall and loss of airplane control at an altitude too low to allow for recovery. The airplane impacted the ground, which resulted in substantial damage to the left wing. The pilot reported that there were no mechanical failures or malfunctions 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 trees during final approach to landing.

Findings

Personnel issues	Monitoring environment - Pilot
Aircraft	Altitude - Not attained/maintained
Environmental issues	Tree(s) - Effect on equipment

Factual Information

History of Flight

Landing	Collision with terr/obj (non-CFIT) (Defining event)
Approach-VFR pattern final	Aerodynamic stall/spin

Pilot Information

Certificate:	Commercial	Age:	76, 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:	December 26, 2021
Occupational Pilot:	No	Last Flight Review or Equivalent:	July 13, 2022
Flight Time:	518 hours (Total, all aircraft), 27 hours (Total, this make and model), 10 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Taylorcraft	Registration:	N43272
Model/Series:	BC12-D	Aircraft Category:	Airplane
Year of Manufacture:	1946	Amateur Built:	
Airworthiness Certificate:	Unknown	Serial Number:	6931
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	July 2, 2022 Annual	Certified Max Gross Wt.:	1280 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	3516.4 Hrs as of last inspection	Engine Manufacturer:	CONT MOTOR
ELT:	C91 installed, not activated	Engine Model/Series:	A&C65 SERIES
Registered Owner:	On file	Rated Power:	90 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:	KFAM, 947 ft msl	Distance from Accident Site:	27 Nautical Miles
Observation Time:	17:56 Local	Direction from Accident Site:	160°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	300°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.85 inches Hg	Temperature/Dew Point:	16°C / 2°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Farmington, MO (KFAM)	Type of Flight Plan Filed:	None
Destination:	Hillsboro, MO	Type of Clearance:	None
Departure Time:		Type of Airspace:	Class G

Airport Information

Airport:	Private strip on owner's land	Runway Surface Type:	
Airport Elevation:	797 ft msl	Runway Surface Condition:	Dry
Runway Used:		IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	1 Minor	Latitude, Longitude:	38.181, -90.618

Administrative Information

Investigator In Charge (IIC):	Abraham, Laura
Additional Participating Persons:	M. Christopher Walter; FAA; St. Ann, MO
Original Publish Date:	July 27, 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=106963

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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](#).