



Aviation Investigation Final Report

Location:	DECORAH, Iowa	Accident Number:	CHI92LA049
Date & Time:	November 27, 1991, 08:00 Local	Registration:	N44061
Aircraft:	TAYLORCRAFT BC12D	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PRIVATE PILOT SAID THAT WHILE ATTEMPTING TO TAKEOFF FROM A SNOW COVERED PRIVATE STRIP, HE LOST DIRECTIONAL CONTROL DUE TO A SUDDEN WIND SHIFT. THE AIRCRAFT VEERED INTO AN ADJACENT SNOWBANK AND NOSED OVER.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: INADEQUATE COMPENSATION FOR WIND CONDITIONS, WHICH RESULTED IN A LOSS OF DIRECTIONAL CONTROL. FACTORS RELATED TO THE ACCIDENT WERE: THE UNFAVORABLE WIND CONDITIONS, SNOW COVERED RUNWAY, AND SNOWBANKS ADJACENT TO THE RUNWAY.

Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: TAKEOFF - ROLL/RUN

Findings

1. (F) TERRAIN CONDITION - SNOW COVERED
 2. (F) WEATHER CONDITION - UNFAVORABLE WIND
 3. (C) COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
 4. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
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Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: TAKEOFF - ROLL/RUN

Findings

5. (F) TERRAIN CONDITION - SNOWBANK

Occurrence #3: NOSE OVER
Phase of Operation: TAKEOFF

Factual Information

Pilot Information

Certificate:	Private	Age:	32, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	October 18, 1990
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	360 hours (Total, all aircraft), 220 hours (Total, this make and model), 92 hours (Last 90 days, all aircraft), 12 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	TAYLORCRAFT	Registration:	N44061
Model/Series:	BC12D BC12D	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	9861
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	October 6, 1990 Annual	Certified Max Gross Wt.:	1200 lbs
Time Since Last Inspection:	105 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1995 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	A-65-8
Registered Owner:		Rated Power:	65 Horsepower
Operator:	DALE A. HGENSON	Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	15 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	10 knots / 20 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	270°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:	(DEH)	Type of Clearance:	None
Departure Time:	08:00 Local	Type of Airspace:	Class G

Airport Information

Airport:	PRIVATE UNK	Runway Surface Type:	Grass/turf
Airport Elevation:	1150 ft msl	Runway Surface Condition:	Snow
Runway Used:	35	IFR Approach:	None
Runway Length/Width:	1000 ft / 60 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	43.300148,-91.790977(est)

Administrative Information

Investigator In Charge (IIC):	Hruban, John
Additional Participating Persons:	MARGE CULWELL; DES MOINES , IA
Original Publish Date:	March 31, 1993
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=15364

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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](#).