



Aviation Investigation Final Report

Location:	BRAINERD, Minnesota	Accident Number:	CHI93LA112
Date & Time:	February 26, 1993, 15:20 Local	Registration:	N44109
Aircraft:	TAYLORCRAFT BC12-D	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PILOT REPORTED HE FLEW OVER THE LANDING AREA THREE TIMES TO CHECK THE LANDING SURFACE CONDITION. DURING THE LANDING TOUCHDOWN TO THE NORTH, THE AIRPLANE BOUNCED. THE RIGHT SKI BROKE THROUGH THE CRUSTED SNOW SURFACE AND THE AIRPLANE VEERED TO THE RIGHT. THE PILOT APPLIED LEFT RUDDER IN AN ATTEMPT TO COMPENSATE FOR THE VEER. THE RIGHT WING OF THE AIRPLANE CONTACTED THE LANDING AREA SURFACE AND THE AIRPLANE CAME TO A STOP. THE PILOT REPORTED THAT THE LOCAL WINDS WERE FROM THE SOUTHEAST AT 5 KNOTS.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S IMPROPER FLARE WHICH RESULTED IN A BOUNCED, HARD LANDING AND THE SUBSEQUENT LOSS OF DIRECTIONAL CONTROL.

Findings

Occurrence #1: HARD LANDING
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

1. (F) WEATHER CONDITION - TAILWIND
2. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
3. (F) TERRAIN CONDITION - SNOW COVERED
4. (C) FLARE - IMPROPER - PILOT IN COMMAND

5. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2: DRAGGED WING, ROTOR, POD, FLOAT OR TAIL/SKID
Phase of Operation: LANDING - ROLL

Factual Information

Pilot Information

Certificate:	Private	Age:	32, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Unknown
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 2 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	April 23, 1992
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	351 hours (Total, all aircraft), 155 hours (Total, this make and model), 306 hours (Pilot In Command, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	TAYLORCRAFT	Registration:	N44109
Model/Series:	BC12-D BC12-D	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	9909
Landing Gear Type:	Ski	Seats:	2
Date/Type of Last Inspection:	March 1, 1992 Annual	Certified Max Gross Wt.:	1500 lbs
Time Since Last Inspection:	20 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1872 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	C85-12F
Registered Owner:	KENNETH J. KOBS	Rated Power:	85 Horsepower
Operator:	KENNETH J. KOBS	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:	BRD ,1226 ft msl	Distance from Accident Site:	10 Nautical Miles
Observation Time:	15:20 Local	Direction from Accident Site:	270°
Lowest Cloud Condition:	Clear	Visibility	15 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	210°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	-2°C / -6°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	DIMOND LAKE , MN	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	13:00 Local	Type of Airspace:	Class G

Airport Information

Airport:		Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Full stop;Traffic pattern

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:	46.349323,-94.190681 (est)

Administrative Information

Investigator In Charge (IIC):	Sullivan, Pamela
Additional Participating Persons:	JAMES FULLWOOD; MINNEAPOLIS , MN
Original Publish Date:	November 3, 1993
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=15685

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](#).