



Aviation Investigation Final Report

Location:	OZONA, Texas	Accident Number:	FTW93LA182
Date & Time:	June 4, 1993, 17:55 Local	Registration:	N96984
Aircraft:	TAYLORCRAFT BC12-D	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PILOT STATED THAT THE WINDSOCK WAS INDICATING CALM WIND CONDITIONS WHEN HE MADE A LOW PASS DOWN THE RUNWAY AND HE SUBSEQUENTLY LANDED ON RUNWAY 34. AFTER TOUCHDOWN, THE AIRPLANE GROUND LOOPED TO THE LEFT AND VEERED OFF THE RUNWAY INTO A FENCE. THE PILOT FURTHER STATED THAT AFTER HE GOT OUT OF THE AIRPLANE, THE WINDSOCK WAS INDICATING A CROSS WIND OUT OF THE EAST AT ABOUT 12 KNOTS. TWO INDIVIDUALS AT THE AIRPORT TOLD HIM THAT THE WIND SHIFTED JUST PRIOR TO HIS TOUCHING DOWN.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S FAILURE TO CORRECTLY COMPENSATE FOR WIND CONDITIONS. A FACTOR WAS THE UNEXPECTED ENCOUNTER WITH THE CROSSWIND.

Findings

Occurrence #1: ON GROUND/WATER ENCOUNTER WITH WEATHER
Phase of Operation: LANDING - ROLL

Findings

1. (F) WEATHER CONDITION - CROSSWIND

Occurrence #2: LOSS OF CONTROL - ON GROUND/WATER

Phase of Operation: LANDING - ROLL

Findings

2. (C) COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND

Occurrence #3: ON GROUND/WATER COLLISION WITH OBJECT

Phase of Operation: LANDING - ROLL

Findings

3. OBJECT - FENCE

Factual Information

On June 4, 1993, at approximately 1755 central daylight time, a Taylorcraft BC12-D, N96984, was substantially damaged when it struck a fence during landing at the municipal airport in Ozona, Texas. The airplane, owned and operated by the commercial pilot, was landing after a personal flight from Houston, Texas. There was a VFR flight plan filed and visual meteorological conditions prevailed throughout the area. The pilot, the sole occupant, was not injured.

The pilot stated that he made a low pass down the runway and the wind sock was indicating calm conditions. He subsequently landed on runway 34. He stated that after touchdown, he noticed that the left wing was lower than the right and the airplane veered left off of the runway and collided with a fence. He further stated that he did not notice any mechanical failures or malfunctions. After he got out of the airplane, the pilot noticed that the windsock was indicating a cross wind out of the east at about 12 knots. Two individuals at the airport reported to him that the wind had shifted just prior to the landing.

Pilot Information

Certificate:	Commercial	Age:	46, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	March 7, 1992
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	480 hours (Total, all aircraft), 15 hours (Total, this make and model), 340 hours (Pilot In Command, all aircraft), 30 hours (Last 90 days, all aircraft), 15 hours (Last 30 days, all aircraft), 6 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	TAYLORCRAFT	Registration:	N96984
Model/Series:	BC12-D BC12-D	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal; Utility	Serial Number:	9284
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	September 15, 1992 Annual	Certified Max Gross Wt.:	1200 lbs
Time Since Last Inspection:	35 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	2478 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	A-65-8
Registered Owner:	GRAVES, GERALD A.	Rated Power:	65 Horsepower
Operator:		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:	17:55 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	30 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	12 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	90°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	32°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	HOUSTON , TX (EFD)	Type of Flight Plan Filed:	VFR
Destination:		Type of Clearance:	VFR
Departure Time:	13:00 Local	Type of Airspace:	Class G

Airport Information

Airport:	OZONA MUNICIPAL OZA	Runway Surface Type:	Asphalt
Airport Elevation:	2370 ft msl	Runway Surface Condition:	Dry
Runway Used:	34	IFR Approach:	None
Runway Length/Width:	5650 ft / 75 ft	VFR Approach/Landing:	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:	30.699195,-101.199234(est)

Administrative Information

Investigator In Charge (IIC):	Wandel, Warren
Additional Participating Persons:	FRED DOBING; SAN ANTONIO , TX
Original Publish Date:	June 30, 1994
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=18770

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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](#).