



# Aviation Investigation Final Report

---

<b>Location:</b>	Sibley, Iowa	<b>Accident Number:</b>	CEN23LA240
<b>Date &amp; Time:</b>	June 15, 2023, 11:30 Local	<b>Registration:</b>	N23679
<b>Aircraft:</b>	Taylorcraft BC-65	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Loss of control in flight	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

---

## Analysis

The pilot reported that during an extended final approach, the “bottom fell out” and the airplane entered an aerodynamic stall. The pilot was unable to recover before the airplane touched down short of the runway. The left main landing gear collapsed during the hard landing, and the airplane sustained substantial damage to the fuselage and right wing. The pilot reported that there were no preaccident mechanical malfunctions or failures 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 pilot’s failure to maintain adequate airspeed on final approach resulting in the airplane inadvertently exceeding the critical angle of attack and entering an inadvertent aerodynamic stall.

## Findings

---

<b>Aircraft</b>	Airspeed - Not attained/maintained
<b>Aircraft</b>	Angle of attack - Not attained/maintained
<b>Personnel issues</b>	Aircraft control - Pilot

## Factual Information

### History of Flight

<b>Approach-VFR pattern final</b>	Aerodynamic stall/spin
<b>Approach-VFR pattern final</b>	Loss of control in flight (Defining event)
<b>Landing</b>	Hard landing

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	71, Male
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Lap only
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	
<b>Medical Certification:</b>	Sport pilot None	<b>Last FAA Medical Exam:</b>	
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	April 10, 2023
<b>Flight Time:</b>	511 hours (Total, all aircraft), 423 hours (Total, this make and model), 500 hours (Pilot In Command, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Taylorcraft	<b>Registration:</b>	N23679
<b>Model/Series:</b>	BC-65	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>	1939	<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	1413
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	May 15, 2023 Annual	<b>Certified Max Gross Wt.:</b>	1200 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	as of last inspection	<b>Engine Manufacturer:</b>	Continental
<b>ELT:</b>	C91 installed, not activated	<b>Engine Model/Series:</b>	A-65-8
<b>Registered Owner:</b>	On file	<b>Rated Power:</b>	65 Horsepower
<b>Operator:</b>	On file	<b>Operating Certificate(s) Held:</b>	None
<b>Operator Does Business As:</b>	On file	<b>Operator Designator Code:</b>	N/A

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	KSHL, 1419 ft msl	<b>Distance from Accident Site:</b>	10 Nautical Miles
<b>Observation Time:</b>	11:35 Local	<b>Direction from Accident Site:</b>	199°
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	5 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	240°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	29.75 inches Hg	<b>Temperature/Dew Point:</b>	29°C / 11°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Worthington, MN (OTG)	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Sibley, IA	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	11:15 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	Sibley ISB	<b>Runway Surface Type:</b>	Concrete
<b>Airport Elevation:</b>	1537 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	17/35	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	3000 ft / 50 ft	<b>VFR Approach/Landing:</b>	Traffic pattern

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	N/A	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 None	<b>Latitude, Longitude:</b>	43.36472,-95.759601(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Finne, Andrew
<b>Additional Participating Persons:</b>	Grabill, Charles; FAA-FSDO; Des Moines, IA
<b>Original Publish Date:</b>	October 17, 2023
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class 4</a>
<b>Note:</b>	The NTSB did not travel to the scene of this accident.
<b>Investigation Docket:</b>	<a href="https://data.ntsb.gov/Docket?ProjectID=192373">https://data.ntsb.gov/Docket?ProjectID=192373</a>

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](#).