



Aviation Investigation Final Report

Location:	Palmer, Alaska	Accident Number:	ANC23LA077
Date & Time:	September 12, 2023, 18:30 Local	Registration:	N95250
Aircraft:	Taylorcraft BC12-D	Aircraft Damage:	Substantial
Defining Event:	Aerodynamic stall/spin	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported that, while attempting to climb and turn out of a narrow valley in an area of mountainous terrain, the airplane’s control inputs felt sluggish. Realizing that the airplane might stall, the pilot stopped the turn to avoid a stall but continued to climb to avoid rising terrain ahead. Subsequently, the airplane stalled and impacted terrain, sustaining substantial damage to the wings and fuselage. The pilot reported that there were no preaccident mechanical failures or malfunctions 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 exceedance of the airplane’s critical angle of attack while maneuvering at low altitude, which resulted in an aerodynamic stall; loss of airplane control; and impact with terrain.

Findings

Personnel issues	Decision making/judgment - Pilot
Aircraft	Climb capability - Attain/maintain not possible
Aircraft	Angle of attack - Capability exceeded

Factual Information

History of Flight

Maneuvering	Aerodynamic stall/spin (Defining event)
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Pilot Information

Certificate:	Private	Age:	25, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	4-point
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 2 With waivers/limitations	Last FAA Medical Exam:	September 22, 2022
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	March 11, 2023
Flight Time:	156.2 hours (Total, all aircraft), 45 hours (Total, this make and model), 97.8 hours (Pilot In Command, all aircraft), 28.6 hours (Last 90 days, all aircraft), 1 hours (Last 30 days, all aircraft), 0 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Taylorcraft	Registration:	N95250
Model/Series:	BC12-D	Aircraft Category:	Airplane
Year of Manufacture:	1946	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	9650
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	September 12, 2023 Annual	Certified Max Gross Wt.:	1200 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	3600 Hrs at time of accident	Engine Manufacturer:	Continental
ELT:	C126 installed, activated, aided in locating accident	Engine Model/Series:	A75-8
Registered Owner:	On file	Rated Power:	75 Horsepower
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Unknown	Condition of Light:	Day
Observation Facility, Elevation:	PAAQ	Distance from Accident Site:	12 Nautical Miles
Observation Time:	17:53 Local	Direction from Accident Site:	
Lowest Cloud Condition:		Visibility	10 miles
Lowest Ceiling:	Overcast / 9000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.63 inches Hg	Temperature/Dew Point:	12°C / 5°C
Precipitation and Obscuration:			
Departure Point:	Chugiak , AK (PABV)	Type of Flight Plan Filed:	None
Destination:	Chugiak , AK (PABV)	Type of Clearance:	None
Departure Time:	18:00 Local	Type of Airspace:	Class E

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	61.6445,-148.68584

Administrative Information

Investigator In Charge (IIC):	Rasmussen, Mitchell
Additional Participating Persons:	Arthur Racicot; FAA Anchorage FSDO; Anchorage , AK
Original Publish Date:	July 2, 2024
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=193070

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](#).