



Aviation Investigation Final Report

Location:	Moultonborough, New Hampshire	Accident Number:	ERA24LA123
Date & Time:	February 25, 2024, 17:15 Local	Registration:	N43892
Aircraft:	Taylorcraft BC12-D	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

The flight instructor was providing initial tailwheel training to another pilot (who also held a flight instructor certificate). After practicing maneuvers in the local area, they practiced three uneventful landings. During the next landing, as the airplane was slowing down, it started to veer to the left. The flight instructor directed the pilot to apply right rudder, but she overcorrected. The flight instructor then called for left rudder application, but the pilot again overcorrected, so the flight instructor again called for right rudder. The pilot did not respond and the instructor repeated his instructions, with no response received. He then called for a transfer of control and applied right rudder, but described feeling “heavy resistance.” Despite pushing on the pedal, the airplane continued to the left, departed the runway surface and impacted trees. The airplane’s wings and fuselage were substantially damaged during the accident. The flight instructor reported that there were no preimpact mechanical malfunctions or failures of 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 pilots’ failure to maintain directional control of the airplane during the landing.

Findings

Aircraft	Directional control - Not attained/maintained
Personnel issues	Aircraft control - Instructor/check pilot
Personnel issues	Aircraft control - Pilot

Factual Information

History of Flight

Landing-landing roll	Loss of control on ground (Defining event)
Landing-landing roll	Runway excursion

Pilot Information

Certificate:	Commercial; Flight instructor	Age:	22,Female
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Right
Other Aircraft Rating(s):	None	Restraint Used:	Lap only
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane single-engine	Toxicology Performed:	
Medical Certification:	Class 1 With waivers/limitations	Last FAA Medical Exam:	October 20, 2023
Occupational Pilot:	No	Last Flight Review or Equivalent:	October 20, 2023
Flight Time:	(Estimated) 431 hours (Total, all aircraft), 1 hours (Total, this make and model), 244 hours (Pilot In Command, all aircraft)		

Flight instructor Information

Certificate:	Airline transport; Commercial; Flight engineer	Age:	44,Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	4-point
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine	Toxicology Performed:	
Medical Certification:	Sport pilot None	Last FAA Medical Exam:	
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	May 1, 2023
Flight Time:	(Estimated) 13835 hours (Total, all aircraft), 136 hours (Total, this make and model), 12212 hours (Pilot In Command, all aircraft), 10 hours (Last 90 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Taylorcraft	Registration:	N43892
Model/Series:	BC12-D	Aircraft Category:	Airplane
Year of Manufacture:	1946	Amateur Built:	
Airworthiness Certificate:	None	Serial Number:	7551
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	July 5, 2023 Annual	Certified Max Gross Wt.:	1500 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	1574 Hrs as of last inspection	Engine Manufacturer:	CONT MOTOR
ELT:	Not installed	Engine Model/Series:	A&C65 SERIES
Registered Owner:	On file	Rated Power:	65 Horsepower
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	LCI,545 ft msl	Distance from Accident Site:	12 Nautical Miles
Observation Time:	15:56 Local	Direction from Accident Site:	189°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	None / None
Wind Direction:	210°	Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	1°C / -16°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Moultonborough, NH	Type of Flight Plan Filed:	None
Destination:	Moultonborough, NH	Type of Clearance:	None
Departure Time:		Type of Airspace:	Class G

Airport Information

Airport:	MOULTONBOROUGH 4MB	Runway Surface Type:	Asphalt
Airport Elevation:	576 ft msl	Runway Surface Condition:	Dry
Runway Used:	02/20	IFR Approach:	None
Runway Length/Width:	3505 ft / 50 ft	VFR Approach/Landing:	Full stop

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	43.768095,-71.387594(est)

Administrative Information

Investigator In Charge (IIC):	Alleyne, Eric
Additional Participating Persons:	Matthew Heieren; FAA/FSDO; Portland, ME
Original Publish Date:	July 18, 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=193847

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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](#).