



Aviation Investigation Final Report

Location:	AGUA DULCE, California	Accident Number:	LAX88LA235
Date & Time:	June 26, 1988, 13:38 Local	Registration:	N96384
Aircraft:	TAYLORCRAFT BC12-D	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Minor, 1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PLT COMPLETED HIS PARTICIPATION IN THE 'BOMB DROP' PORTION OF AN AIR SHOW AND HE ATTEMPTED TO LAND ON RWY 22. THE PLT REPORTED THAT HIS TOUCHDOWN WAS NORMAL BUT HE LOST CONTROL OF HIS ACFT DURING THE LANDING ROLLOUT. THE WIND DIRECTION WAS VARIABLE & ITS SPEED WAS BETWEEN 5 & 10 KTS. THE PLT FAILED TO MAKE A GO-AROUND, & HE TRIED TO STOP HIS ACFT AS IT VEERED INTO A DIRT AREA LOCATED BETWEEN THE RWY & THE MAIN TAXIWAY. THE ACFT CAME TO REST UPON COLLIDING WITH A PARKED HELICOPTER. THE PLT HAD PURCHASED THE TAYLORCRAFT 4 MONTHS EARLIER.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: LANDING - ROLL

Findings

1. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. (F) WEATHER CONDITION - CROSSWIND
3. (C) COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
4. (F) LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND

Occurrence #2: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: LANDING - ROLL

Findings

5. OBJECT - AIRCRAFT PARKED/STANDING

Factual Information

Pilot Information

Certificate:	Private	Age:	23, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
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 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	September 18, 1987
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	176 hours (Total, all aircraft), 31 hours (Total, this make and model), 140 hours (Pilot In Command, all aircraft), 21 hours (Last 90 days, all aircraft), 16 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	TAYLORCRAFT	Registration:	N96384
Model/Series:	BC12-D BC12-D	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	8684
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	June 18, 1989 Annual	Certified Max Gross Wt.:	1200 lbs
Time Since Last Inspection:	1 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1870 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	A-75-8F
Registered Owner:	STEVE C KRATTIGER	Rated Power:	75 Horsepower
Operator:	KRATTIGER, STEVEN C.	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:		Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	30 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	5 knots / 10 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	28°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	13:15 Local	Type of Airspace:	Class G

Airport Information

Airport:	AGUA DULCE AIRPARK L70	Runway Surface Type:	Asphalt
Airport Elevation:	2660 ft msl	Runway Surface Condition:	Dry
Runway Used:	22	IFR Approach:	None
Runway Length/Width:	4600 ft / 50 ft	VFR Approach/Landing:	Full stop;Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor, 1 None	Latitude, Longitude:	34.429107,-118.509223(est)

Administrative Information

Investigator In Charge (IIC):	Pollack, Wayne
Additional Participating Persons:	SCHOONER SCOTT; VAN NUYS , CA
Original Publish Date:	November 7, 1989
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=26045

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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](#).