



Aviation Investigation Final Report

Location:	DECATUR, Michigan	Accident Number:	CHI00LA205
Date & Time:	July 17, 2000, 21:00 Local	Registration:	N5080M
Aircraft:	Taylorcraft BC12-D	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The airplane nosed over on landing at a private, grass airstrip. The pilot reported that just after touchdown, the airplane suddenly nosed over. He reported that after the accident, he noted a long skid mark in the grass from the left main gear that lead up to the point where the airplane nosed over. Investigation revealed the grass airstrip contained bare areas where the grass had died. The tire marks in the grass showed the airplane was sliding during the landing roll and it nosed over when it contacted one of the bare areas. The left main wheel brake was found locked up after the accident.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the left main landing gear brake was locked during landing. A factor associated with the accident was the uneven terrain on which the landing was made.

Findings

Occurrence #1: NOSE OVER
Phase of Operation: LANDING - ROLL

Findings

1. (C) LANDING GEAR,NORMAL BRAKE SYSTEM - LOCKED
2. (F) AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - ROUGH/UNEVEN

Factual Information

On July 17, 2000, at 2100 eastern daylight time, a Taylorcraft BC12-D, N5080M, piloted by a private pilot, sustained substantial damage when it nosed over following a landing at a private airstrip near Decatur, Michigan. The flight was operating under the provisions of 14 CFR Part 91, and was not on a flight plan. Visual meteorological conditions prevailed at the time of the accident. The pilot reported minor injuries. The flight departed the private airstrip at 2000 EDT, for the local flight.

The pilot reported that he was returning to his private airstrip following a local flight. He reported that he flew over the field to check the winds, which were indicating calm. The pilot stated he landed to the south and after he touched down the airplane suddenly nosed over. He reported that after the accident, he noted a long skid mark in the grass from the left main gear that led up to the point where the airplane nosed over.

An inspector from the Federal Aviation Administration Grand Rapids, Michigan, Flight Standards District Office, examined the airplane and accident site. The inspector reported that the grass airstrip contained bare areas where the grass had died. He reported that tire marks in the grass showed the airplane was sliding during the landing roll and it nosed over when it contacted one of the bare areas. The inspector also stated that the left main wheel brake was locked up when he inspected the airplane.

Pilot Information

Certificate:	Private	Age:	41, 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:	December 1, 1997
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	322 hours (Total, all aircraft), 312 hours (Total, this make and model), 322 hours (Pilot In Command, all aircraft), 12 hours (Last 90 days, all aircraft), 6 hours (Last 30 days, all aircraft), 1 hour (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Taylorcraft	Registration:	N5080M
Model/Series:	BC12-D BC12-D	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	10380
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	March 2, 2000 Annual	Certified Max Gross Wt.:	1200 lbs
Time Since Last Inspection:	8 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1748 Hrs	Engine Manufacturer:	Continental
ELT:	Installed, not activated	Engine Model/Series:	C85-12F
Registered Owner:	ERIC O RICHARDSON	Rated Power:	85 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:		Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	21°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	(PVT)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	20:00 Local	Type of Airspace:	Class G

Airport Information

Airport:	PRIVATE PVT	Runway Surface Type:	Grass/turf
Airport Elevation:	800 ft msl	Runway Surface Condition:	Dry
Runway Used:	18	IFR Approach:	
Runway Length/Width:	1300 ft / 140 ft	VFR Approach/Landing:	Full stop

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor	Latitude, Longitude:	42.099529,-85.970024(est)

Administrative Information

Investigator In Charge (IIC):	Sullivan, Pamela
Additional Participating Persons:	RALPH PAYNE; GRAND RAPIDS , MI
Original Publish Date:	May 18, 2001
Last Revision Date:	
Investigation Class:	Class
Note:	The NTSB traveled to the scene of this accident.
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=49744

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