



Aviation Investigation Final Report

Location:	Winston, Oregon	Accident Number:	SEA01LA164
Date & Time:	September 1, 2001, 18:30 Local	Registration:	N95223
Aircraft:	Taylorcraft BC12-D	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported that he was repositioning the aircraft from one field to the next in order for the aircraft to be closer to his residence for "major rework." The aircraft had not undergone an annual inspection for about three years. The pilot reported that the short field takeoff was to the north. The aircraft lifted off and attained an altitude of about 10 feet, about 150 feet before the fence line, when the aircraft started to steadily loose altitude. The aircraft's main landing gear caught on the fence. The aircraft continued airborne over the next field, but "mushed" along. The aircraft subsequently collided with another fence on the north end of the field, collapsing the main landing gear and damaging the wings. The pilot reported no mechanical failures or malfunctions with the aircraft at the time. The wind was reported as "swirling" by the pilot and a light breeze from the south from two witnesses.

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 clearance from a fence during the initial takeoff. A fence was a factor.

Findings

Occurrence #1: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. (F) OBJECT - FENCE
2. (C) CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND

Factual Information

On September 1, 2001, about 1830 Pacific daylight time, a Taylorcraft BC12-D, N95223, registered to a private owner and operated by the pilot as a 14 CFR Part 91 personal flight, collided with a fence during takeoff from an open pasture located about seven miles southwest of Winston, OR. Visual meteorological conditions prevailed at the time and no flight plan was filed. The aircraft was substantially damaged and the private pilot, the sole occupant, received minor injuries.

During a telephone interview with the NTSB IIC, and subsequent statements to the Federal Aviation Administration inspector from the Portland, Oregon, Flight Standards District Office, the pilot reported that the flight began from Roseburg, Oregon, and was flown to a farm near Winston. The pilot reported that the aircraft had not undergone an annual inspection for about three years and he was repositioning the aircraft to this area so that "major rework" could be accomplished. The pilot over flew the farm several times to determine the wind direction then proceeded to land. While on the ground, the pilot noted that the wind was "swirling," but appeared to be blowing from the north to southwest. In order for the aircraft to be closer to his residence, the pilot got back in the aircraft to move it to another field. The pilot stated that he applied full throttle with the brakes on in preparation for a short field takeoff to the north. The pilot thought that the aircraft attained an altitude of about ten feet, about 150 feet before the fence line, when the aircraft started to steadily lose altitude. One of the main landing gear wheels caught on the fence. The aircraft continued flying but "mushed" along before colliding with another fence on the north end of the field, substantially damaging both wings and collapsing the landing gear. The pilot reported no mechanical failures or malfunctions with the aircraft at the time of the accident.

Two witnesses reported that the aircraft pulled up just before colliding with the three to four foot high fence. The aircraft continued on over the next field, subsequently colliding with the fence on the north end of the field. One witness reported that the takeoff was "going with the wind," while the other reported that the breeze was light from the south.

Pilot Information

Certificate:	Private	Age:	46, 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:	Expired	Last FAA Medical Exam:	
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	338 hours (Total, all aircraft), 300 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	Taylorcraft	Registration:	N95223
Model/Series:	BC12-D	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	9623
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	December 3, 1996 Annual	Certified Max Gross Wt.:	1500 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Continental
ELT:	Installed	Engine Model/Series:	A-65-8
Registered Owner:	Keith A. Graham	Rated Power:	65 Horsepower
Operator:	Calvin W. Graham	Operating Certificate(s) Held:	None

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:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	24°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Winston, OR	Type of Flight Plan Filed:	None
Destination:	Winston, WA	Type of Clearance:	None
Departure Time:		Type of Airspace:	Class G

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:	43.050979,-123.500518(est)

Administrative Information

Investigator In Charge (IIC):	Eckrote, Debra
Additional Participating Persons:	Robert J Bilak; FAA-FSDO; Hillsboro, OR
Original Publish Date:	February 20, 2002
Last Revision Date:	
Investigation Class:	Class
Note:	The NTSB traveled to the scene of this accident.
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=53172

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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](#).