



Aviation Investigation Final Report

Location:	SEWARD, Alaska	Accident Number:	ANC01LA068
Date & Time:	June 15, 2001, 12:00 Local	Registration:	N95274
Aircraft:	Taylorcraft BC12D	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The private certificated pilot landed on runway 30 in a tailwheel-equipped airplane. The wind conditions were 297 degrees at 14 knots with gusts to 19 knots. When the pilot began a turn to taxi from landing, he reported that a quartering tailwind caused the airplane to ground loop off the east side of the runway, and the right main landing gear struck a tree stump. After the accident, the pilot examined the airplane and found two broken lower fuselage longerons, located between the tailwheel and the trailing edges of the wings.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's inadequate compensation for crosswind conditions during taxi from landing. A factor in the accident was a crosswind.

Findings

Occurrence #1: ON GROUND/WATER ENCOUNTER WITH WEATHER

Phase of Operation: TAXI - FROM LANDING

Findings

1. (F) WEATHER CONDITION - CROSSWIND

Occurrence #2: LOSS OF CONTROL - ON GROUND/WATER

Phase of Operation: TAXI - FROM LANDING

Findings

2. (C) COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND

Occurrence #3: ON GROUND/WATER COLLISION WITH OBJECT

Phase of Operation: TAXI - FROM LANDING

Findings

3. OBJECT - TREE(S)

Factual Information

On June 15, 2001, about 1200 Alaska daylight time, a tundra tire-equipped Taylorcraft BC12D airplane, N95274, sustained substantial damage during landing at Seward, Alaska. The airplane was being operated as a visual flight rules (VFR) cross-country personal flight when the accident occurred. The airplane was operated by the pilot. The private certificated pilot, the sole occupant, was not injured. Visual meteorological conditions prevailed. The flight originated at the Kasilof airport, Kasilof, Alaska, about 1100.

The National Transportation Safety Board (NTSB) investigator-in-charge (IIC) was notified on June 15th, at 1353, that the accident airplane received damage upon landing at Seward. The Fire Chief of the City of Seward Fire Department reported that department personnel responded to the airport and discovered that the accident airplane had departed the east side of runway 30. The pilot of the airplane was not at the airplane. The Fire Chief said the airplane received damage to the right main landing gear, the right wing, and the fuselage area aft of the cockpit.

During a telephone conversation with the NTSB IIC on June 18, 2001, at 1220, the pilot reported he landed on runway 30 at Seward, and was taxiing from landing. He said a quartering tailwind caused the airplane to ground loop off the east side of the runway, and the right main landing gear struck a tree stump. After the accident, the pilot examined the airplane and found two broken lower fuselage longerons, located between the tailwheel and the trailing edges of the wings.

At 1153, an automated weather observation system (AWOS) at Seward was reporting, in part: Wind, 320 degrees (true) at 14 knots, gusts to 19 knots; visibility, 10 statute miles; clouds and sky condition, clear; temperature, 68 degrees F; dew point, 40 degrees F; altimeter, 30.17 inHg.

Pilot Information

Certificate:	Private	Age:	55, 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-w/ waivers/lim	Last FAA Medical Exam:	December 15, 1999
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	December 13, 1999
Flight Time:	1100 hours (Total, all aircraft), 1000 hours (Total, this make and model), 2 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Taylorcraft	Registration:	N95274
Model/Series:	BC12D	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	9674
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	December 31, 1999 Annual	Certified Max Gross Wt.:	1280 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	CONTINENTAL
ELT:		Engine Model/Series:	O-200
Registered Owner:	BRIAN D. NOLAN	Rated Power:	100 Horsepower
Operator:		Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	PAWD,22 ft msl	Distance from Accident Site:	
Observation Time:	11:53 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	14 knots / 19 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	297°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.17 inches Hg	Temperature/Dew Point:	20°C / 5°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	KASILOF, AK (5KS)	Type of Flight Plan Filed:	None
Destination:	SEWARD, AK (PAWD)	Type of Clearance:	None
Departure Time:	11:00 Local	Type of Airspace:	Class G

Airport Information

Airport:	SEWARD PAWD	Runway Surface Type:	Asphalt
Airport Elevation:	22 ft msl	Runway Surface Condition:	Dry
Runway Used:	30	IFR Approach:	None
Runway Length/Width:	4240 ft / 100 ft	VFR Approach/Landing:	Full stop

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	60.126945,-149.418884

Administrative Information

Investigator In Charge (IIC):	Erickson, Scott
Additional Participating Persons:	KIM McCARTNEY; FAA-AL-ANC FSDO 03; ANCHORAGE, AK
Original Publish Date:	February 20, 2002
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=53199

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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](#).