



Aviation Investigation Final Report

Location:	TALKEETNA, Alaska	Accident Number:	ANC01LA082
Date & Time:	April 15, 2001, 16:30 Local	Registration:	N43143
Aircraft:	Taylorcraft BC12-D	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

The airline transport certificated pilot/certified flight instructor was conducting touch and go landings with a student pilot in a tailwheel-equipped airplane. The instructor pilot was seated in the right seat. The instructor said the airplane does not have any main gear brake pedals installed at the right seat position. During the landing roll, the airplane veered to the left, and departed the left side of the runway. The left main landing gear collided with a snow bank. A postaccident inspection revealed that the airplane required replacement of a portion of airframe longeron, about 6 inches aft of the left main gear attach point.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The instructor pilot's lack of adequate supervision of the training flight, and subsequent loss of directional control during the landing roll out. Factors on the accident were the lack of brake pedals installed on the right pilot position of the airplane, and the student pilot's failure to maintain directional control of the airplane.

Findings

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

Findings

1. (F) DIRECTIONAL CONTROL - NOT MAINTAINED - DUAL STUDENT

2. (C) SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)
3. (F) BRAKES(NORMAL) - NOT AVAILABLE - PILOT IN COMMAND(CFI)

Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: LANDING - ROLL

Findings

4. TERRAIN CONDITION - SNOWBANK

Factual Information

On April 15, 2001, about 1630 Alaska daylight time, a wheel-equipped Taylorcraft BC12-D airplane, N43143, sustained substantial damage during a landing at the Talkeetna Airport, Talkeetna, Alaska. The airplane was being operated as a visual flight rules (VFR) local area instructional flight when the accident occurred. The airplane was operated by the student pilot/co-owner. The airline transport certificated pilot/certified flight instructor, and the student pilot, were not injured. Visual meteorological conditions prevailed. The flight originated at the Talkeetna Airport about 1530.

During a telephone conversation with the National Transportation Safety Board (NTSB) investigator-in-charge (IIC), on May 10, 2001, the flight instructor reported that he was conducting touch and go landings with the student to runway 18 at Talkeetna. During the landing roll, the airplane veered to the left, and departed the left side of the runway. The left main landing gear collided with a snow bank. The instructor said the airplane does not have any main gear brake pedals installed at the right seat position of the airplane. At the time of the conversation, the instructor said he did not know the extent of damage to the airplane. He said the accident occurred on May 1, 2001.

On June 26, 2001, the flight instructor telephoned the NTSB office to report that the airplane had been inspected by a mechanic. The inspection revealed that the airplane required replacement of a portion of airframe longeron, about 6 inches aft of the left main gear attach point. The instructor indicated that the accident occurred on April 15th.

The flight instructor submitted an NTSB Pilot/Operator report (NTSB Form 6120.1/2) on July 20th. On that form, the date of the accident was listed as April 9, 2001. A few days later, the flight instructor telephoned the NTSB IIC and requested that the Pilot/Operator report be returned to him, stating it was only a draft. On August 2, 2001, a new Pilot/Operator report was received from the flight instructor, and the date of the accident was listed as May 8, 2001.

Pilot Information

Certificate:	Airline transport; Flight instructor	Age:	45, Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land	Seat Occupied:	Right
Other Aircraft Rating(s):	Glider	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine; Instrument airplane	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	February 5, 2001
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	March 1, 2001
Flight Time:	11250 hours (Total, all aircraft), 150 hours (Total, this make and model), 10900 hours (Pilot In Command, all aircraft), 150 hours (Last 90 days, all aircraft), 70 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

Student pilot Information

Certificate:	Student	Age:	39, Male
Airplane Rating(s):	None	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	October 4, 2000
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	22 hours (Total, all aircraft), 4 hours (Total, this make and model), 2 hours (Pilot In Command, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Taylorcraft	Registration:	N43143
Model/Series:	BC12-D	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Utility	Serial Number:	6802
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	Annual	Certified Max Gross Wt.:	1200 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	C65-8
Registered Owner:	WAYNE L. MUSHRUSH	Rated Power:	65 Horsepower
Operator:	DONALD R. LEE	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:	Scattered / 3500 ft AGL	Visibility	10 miles
Lowest Ceiling:	Broken / 4000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	5 knots / 10 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	270°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	18°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	TALKEETNA, AK (PATK)	Type of Flight Plan Filed:	None
Destination:	TALKEETNA, AK	Type of Clearance:	None
Departure Time:	15:30 Local	Type of Airspace:	Class E

Airport Information

Airport:	TALKEETNA PATK	Runway Surface Type:	Asphalt
Airport Elevation:	358 ft msl	Runway Surface Condition:	Dry
Runway Used:	18	IFR Approach:	None
Runway Length/Width:	3500 ft / 75 ft	VFR Approach/Landing:	Touch and go

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	62.320556,-150.093612

Administrative Information

Investigator In Charge (IIC):	Erickson, Scott
Additional Participating Persons:	DAVID LUCHER; 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=53204

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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](#).