



Aviation Investigation Final Report

Location:	Farmville, Virginia	Accident Number:	NYC02LA020
Date & Time:	October 20, 2001, 15:30 Local	Registration:	N43529
Aircraft:	Taylorcraft BC12-D	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

The certified flight instructor (CFI) intended to fly to a local grass strip to provide the private pilot with tail-wheel aircraft instruction. During the takeoff roll, the CFI lost directional control of the airplane and elected to allow the airplane to depart the right side of the runway and slow down in the grass. However, the airplane struck a ditch and flipped over, which damaged the vertical stabilizer and rudder. The CFI did not report any mechanical problems with the airplane and he further stated that wind at the time of the accident was light and variable. Additionally, the CFI was seated in the airplane's right front seat, and airplane was equipped with "foot brakes" at the left front seat pilot station only.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The CFI's failure to maintain directional control during the takeoff. A factor in the accident was the CFI's decision to conduct the flight from the airplane's right seat, which was not equipped with brakes.

Findings

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

Findings

1. (C) AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND(CFI)
2. (F) PLANNING/DECISION - IMPROPER - PILOT IN COMMAND(CFI)

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

Findings

3. TERRAIN CONDITION - DITCH

Factual Information

On October 20, 2001, about 1530 eastern daylight time, a Taylorcraft BC12-D, N43529, was substantially damaged during takeoff from the Farmville Regional Airport, Farmville, Virginia. The certificated flight instructor (CFI) and private pilot were not injured. Visual meteorological conditions prevailed and no flight plan had been filed for the instructional flight conducted under 14 CFR Part 91.

The airplane was departing runway 21, a 4,400-foot long, 75-foot wide, asphalt runway.

The CFI stated he performed the takeoff, and intended to fly to a local grass strip to provide the private pilot with tail-wheel aircraft instruction. The CFI said he "lost directional control" of the airplane during the takeoff roll, and he elected to allow the airplane to depart the right side of the runway and slow down in the grass. However, the airplane struck a ditch and flipped over, which damaged the vertical stabilizer and rudder.

The CFI did not report any mechanical problems with the airplane and he further stated that wind at the time of the accident was light and variable. Additionally, the CFI was seated in the airplane's right front seat, and airplane was equipped with "foot-brakes" at the left front seat pilot station only.

Flight instructor Information

Certificate:	Airline transport; Commercial; Flight instructor	Age:	61, Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land	Seat Occupied:	Right
Other Aircraft Rating(s):	None	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 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	June 1, 2001
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	September 24, 2000
Flight Time:	8100 hours (Total, all aircraft), 20 hours (Total, this make and model), 7819 hours (Pilot In Command, all aircraft), 127 hours (Last 90 days, all aircraft), 34 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Pilot Information

Certificate:	Private	Age:	44, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Rear
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:	April 5, 2000
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	September 30, 2000
Flight Time:	265 hours (Total, all aircraft), 1 hours (Total, this make and model), 140 hours (Pilot In Command, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Taylorcraft	Registration:	N43529
Model/Series:	BC12-D	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	7208
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	November 1, 2000 Annual	Certified Max Gross Wt.:	1200 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Continental
ELT:		Engine Model/Series:	AC-65
Registered Owner:	Vernon Francisco	Rated Power:	65 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:	CHO,639 ft msl	Distance from Accident Site:	47 Nautical Miles
Observation Time:	15:53 Local	Direction from Accident Site:	360°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	210°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.06 inches Hg	Temperature/Dew Point:	22°C / 7°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Farmville, VA (FVX)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	15:30 Local	Type of Airspace:	Class G

Airport Information

Airport:	FARMVILLE MUNI FVX	Runway Surface Type:	Asphalt
Airport Elevation:	417 ft msl	Runway Surface Condition:	Dry
Runway Used:	21	IFR Approach:	None
Runway Length/Width:	4400 ft / 75 ft	VFR Approach/Landing:	None

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:	37.357498,-78.437774

Administrative Information

Investigator In Charge (IIC):	Schiada, Luke
Additional Participating Persons:	John Phelps; Richmond, VA
Original Publish Date:	June 18, 2002
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=53695

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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](#).