



Aviation Investigation Final Report

Location:	Copperopolis, California	Accident Number:	LAX02LA024
Date & Time:	November 9, 2001, 08:15 Local	Registration:	N43382
Aircraft:	Taylorcraft BC12-D	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot said that she approached the 1,800-foot-long runway "low and slow," and the tailwheel of the airplane snagged on a fence at the runway threshold. A hard landing ensued and the airplane then veered off the runway and nosed over.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's misjudgment of speed and altitude on final approach to landing, which resulted in a low approach and impact with a fence at the runway threshold. The impact lead to a subsequent loss of control and nose over.

Findings

Occurrence #1: UNDERSHOOT
Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

- Findings
1. (C) DISTANCE/ALTITUDE - MISJUDGED - PILOT IN COMMAND
 2. (C) ALTITUDE - LOW - PILOT IN COMMAND
-

Occurrence #2: IN FLIGHT COLLISION WITH OBJECT

Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

Findings

3. OBJECT - FENCE

Occurrence #3: LOSS OF CONTROL - ON GROUND/WATER

Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

4. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #4: NOSE OVER

Phase of Operation: LANDING - ROLL

Factual Information

On November 9, 2001, at 0815 hours Pacific standard time, a Taylorcraft BC12-D, N43382, was substantially damaged when the airplane veered off the runway and nosed over during landing at a private airstrip at Copperopolis, California. The commercial certificated pilot, the sole occupant, was not injured. The personal flight, which departed from San Andreas, California, at 0800, was operated by the owner under 14 CFR Part 91. Visual meteorological conditions prevailed and no flight plan was filed.

The pilot told the Safety Board investigator that she approached the 1,800-foot-long runway "low and slow," and the tailwheel of the airplane snagged on a fence at the runway threshold. A hard landing ensued and the airplane then veered off the runway and nosed over.

Pilot Information

Certificate:	Commercial	Age:	61, Male
Airplane Rating(s):	Single-engine land; Multi-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 2 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	April 27, 2001
Occupational Pilot:	No	Last Flight Review or Equivalent:	June 1, 2001
Flight Time:	4000 hours (Total, all aircraft), 2500 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	Taylorcraft	Registration:	N43382
Model/Series:	BC12-D	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	7041
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	July 5, 2001 Annual	Certified Max Gross Wt.:	1200 lbs
Time Since Last Inspection:	216 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	2725 Hrs at time of accident	Engine Manufacturer:	Continental
ELT:	Installed, not activated	Engine Model/Series:	C-85-12
Registered Owner:	Kathleen M. Zancanella	Rated Power:	85 Horsepower
Operator:		Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument (IMC)	Condition of Light:	Day
Observation Facility, Elevation:	SCK,30 ft msl	Distance from Accident Site:	29 Nautical Miles
Observation Time:	07:56 Local	Direction from Accident Site:	60°
Lowest Cloud Condition:	Clear	Visibility	2.5 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	80°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.11 inches Hg	Temperature/Dew Point:	11°C / 8°C
Precipitation and Obscuration:	N/A - None - Fog		
Departure Point:	San Andreas, CA (003)	Type of Flight Plan Filed:	None
Destination:	Copperopolis, CA	Type of Clearance:	None
Departure Time:	08:00 Local	Type of Airspace:	Class G

Airport Information

Airport:	Private Airstrip	Runway Surface Type:	Dirt
Airport Elevation:		Runway Surface Condition:	Dry
Runway Used:		IFR Approach:	None
Runway Length/Width:	1800 ft / 50 ft	VFR Approach/Landing:	Full stop;Traffic pattern

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:	37.93988,-120.659484(est)

Administrative Information

Investigator In Charge (IIC):	Parker, Richard
Additional Participating Persons:	ELIE T NASR; FAA Flt Stnds Dist Office; Sacramento, CA
Original Publish Date:	May 28, 2002
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=53753

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](#).