



# Aviation Investigation Final Report

<b>Location:</b>	West Jordan, Utah	<b>Accident Number:</b>	DEN03LA066
<b>Date &amp; Time:</b>	April 16, 2003, 16:05 Local	<b>Registration:</b>	N43591
<b>Aircraft:</b>	Taylorcraft BC12-D	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Instructional		

## Analysis

The private pilot receiving instruction was practicing touch-and-go landings. After making a three-point landing, he added power and raised the tail off the ground to takeoff attitude. At 60 mph, he eased back and the airplane lifted off. After climbing about 10 feet, a gust of wind lifted the left wing. The instructor took control and applied full left rudder and aileron. The airplane encountered another wind gust and struck a runway light and sign. The wing spar was broken and the main landing gear was damaged.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the dual student's failure to maintain aircraft control and the flight instructor's inadequate supervision of the student. A contributing factor was the unfavorable wind gust.

### Findings

Occurrence #1: IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation: TAKEOFF

#### Findings

1. (F) WEATHER CONDITION - UNFAVORABLE WIND
2. (F) WEATHER CONDITION - GUSTS

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Occurrence #2: IN FLIGHT COLLISION WITH OBJECT

Phase of Operation: TAKEOFF

Findings

3. (C) AIRCRAFT CONTROL - NOT MAINTAINED - DUAL STUDENT
4. REMEDIAL ACTION - ATTEMPTED - PILOT IN COMMAND(CFI)
5. (C) SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)
6. OBJECT - TAXIWAY LIGHT
7. OBJECT - SIGN

## Factual Information

On April 16, 2003, approximately 1605 mountain daylight time, a Taylorcraft BC12-D, N43591, registered to and operated by the flight instructor, was substantially damaged when it collided with an airport taxiway light and sign and terrain during takeoff at Salt Lake City Municipal 2 Airport, West Jordan, Utah. The commercial certificated flight instructor and the private pilot receiving instruction were not injured. Visual meteorological conditions prevailed, and no flight plan had been filed for the instructional flight being conducted under Title 14 CFR Part 91. The flight originated at West Jordan approximately 1530.

The following is based on the accident report submitted by the flight instructor. His student, a private pilot, was practicing touch-and-go landings. After making a three-point landing, he added power and raised the tail off the ground to the takeoff attitude. At 60 mph, he eased back and the airplane lifted off. After climbing about 10 feet, a gust of wind lifted the left wing. The instructor took control and applied full left rudder and aileron. The airplane encountered another wind gust and struck a runway light and sign, breaking the wing spar and damaging the right main landing gear.

### Flight instructor Information

<b>Certificate:</b>	Commercial; Flight instructor	<b>Age:</b>	29, Male
<b>Airplane Rating(s):</b>	Single-engine land; Multi-engine land	<b>Seat Occupied:</b>	Right
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	Yes
<b>Instructor Rating(s):</b>	Airplane single-engine; Instrument airplane	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 1 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	June 6, 2002
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	September 18, 2002
<b>Flight Time:</b>	656 hours (Total, all aircraft), 242 hours (Total, this make and model), 587 hours (Pilot In Command, all aircraft), 100 hours (Last 90 days, all aircraft), 27 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

## Pilot Information

<b>Certificate:</b>	Student	<b>Age:</b>	35, Male
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	Yes
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 1 Valid Medical—no waivers/lim.	<b>Last FAA Medical Exam:</b>	August 15, 2002
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	February 7, 2003
<b>Flight Time:</b>	127 hours (Total, all aircraft), 1 hours (Total, this make and model), 63 hours (Pilot In Command, all aircraft), 68 hours (Last 90 days, all aircraft), 22 hours (Last 30 days, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Taylorcraft	<b>Registration:</b>	N43591
<b>Model/Series:</b>	BC12-D	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	7250
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	February 14, 2003 100 hour	<b>Certified Max Gross Wt.:</b>	1200 lbs
<b>Time Since Last Inspection:</b>	66 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	2886 Hrs at time of accident	<b>Engine Manufacturer:</b>	Continental
<b>ELT:</b>	Installed, activated, did not aid in locating accident	<b>Engine Model/Series:</b>	A-65-8
<b>Registered Owner:</b>	Joel R. Cunningham	<b>Rated Power:</b>	65 Horsepower
<b>Operator:</b>		<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	SLC,4227 ft msl	<b>Distance from Accident Site:</b>	13 Nautical Miles
<b>Observation Time:</b>	15:56 Local	<b>Direction from Accident Site:</b>	340°
<b>Lowest Cloud Condition:</b>	Few / 7500 ft AGL	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	Broken / 25000 ft AGL	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	/	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>		<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30 inches Hg	<b>Temperature/Dew Point:</b>	14°C / -4°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	West Jordan, UT (U42 )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	(U42 )	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	15:30 Local	<b>Type of Airspace:</b>	Class E

## Airport Information

<b>Airport:</b>	Salt Lake City Municipal 2 U42	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	4603 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	34	<b>IFR Approach:</b>	Unknown
<b>Runway Length/Width:</b>	5860 ft / 100 ft	<b>VFR Approach/Landing:</b>	Unknown

## Wreckage and Impact Information

<b>Crew Injuries:</b>	2 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	2 None	<b>Latitude, Longitude:</b>	40.619445,-111.992774

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Scott, Arnold
<b>Additional Participating Persons:</b>	David J Rodda; FAA Flight Standards District Office; Salt Lake City, UT
<b>Original Publish Date:</b>	September 30, 2003
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=56834">https://data.nts.gov/Docket?ProjectID=56834</a>

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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](#).