



# Aviation Investigation Final Report

<b>Location:</b>	Palmyra, Wisconsin	<b>Accident Number:</b>	CHI05CA167
<b>Date &amp; Time:</b>	July 2, 2005, 08:55 Local	<b>Registration:</b>	N95145
<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 airplane was substantially damaged when it nosed over during landing rollout following a loss directional control. The flight instructor reported that during landing rollout, with the tail wheel on the ground, the airplane drifted to the right. He stated that the student responded by applying right rudder and lost directional control. He stated that there were no malfunctions associated with the airplane. The dual student stated that directional control of the airplane was lost during landing. He reported that he applied too much brake pressure during the event. The airplane subsequently nosed over. A witness who was flying in the airport traffic pattern reported that the accident airplane touched down on the "far left side" of runway 9. He stated that the accident airplane then turned approximately 45-degrees to the right. When the airplane reached the right side of the runway it "flipped over." The instructor noted that this was the student's fourth flight lesson. The student had logged approximately 3 hours flight time.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: Loss of directional control by the dual student and delayed remedial action by the flight instructor resulting in the airplane nosing over.

## Findings

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

Findings

1. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - DUAL STUDENT
2. (C) REMEDIAL ACTION - DELAYED - PILOT IN COMMAND(CFI)
3. TERRAIN CONDITION - GROUND

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Occurrence #2: NOSE OVER

Phase of Operation: LANDING - ROLL

## Factual Information

On July 2, 2005, at 0855 central daylight time, a Taylorcraft BC12-D, N95145, piloted by a flight instructor and dual student, was substantially damaged when it nosed over during landing rollout on runway 9 (2,800 feet by 200 feet, turf) at Palmyra Municipal Airport (88C), Palmyra, Wisconsin. The instructional flight was being conducted under 14 CFR Part 91 without a flight plan. Visual meteorological conditions prevailed. The flight instructor and dual student reported no injuries. The local flight departed 88C about 0845.

The flight instructor stated that the flight remained in the airport traffic pattern in order to practice landings. He reported that during landing rollout, with the tail wheel on the ground, the airplane drifted to the right. He stated that the student responded by applying right rudder and lost directional control. He stated that there were no malfunctions associated with the airplane. The instructor noted that this was the student's fourth flight lesson. The student had logged approximately 3 hours flight time.

The dual student stated that directional control of the airplane was lost during landing. He reported that he applied too much brake pressure during the event and the airplane subsequently nosed over.

A witness who was flying in the airport traffic pattern reported that the accident airplane touched down on the "far left side" of runway 9. He stated that the accident airplane then turned approximately 45-degrees to the right. When the airplane reached the right side of the runway it "flipped over."

Winds recorded at Burlington Municipal Airport (BUU), Burlington, Wisconsin, located 17 nautical miles southeast of 88C, at 0855, were from 110 degrees at 3 knots.

## Flight instructor Information

<b>Certificate:</b>	Commercial; Flight instructor	<b>Age:</b>	84, 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>	None	<b>Second Pilot Present:</b>	Yes
<b>Instructor Rating(s):</b>	Airplane single-engine	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 With waivers/limitations	<b>Last FAA Medical Exam:</b>	October 1, 2003
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	July 1, 2003
<b>Flight Time:</b>	4444 hours (Total, all aircraft), 53 hours (Total, this make and model), 2330 hours (Pilot In Command, all aircraft), 15 hours (Last 90 days, all aircraft), 5 hours (Last 30 days, all aircraft), 0 hours (Last 24 hours, all aircraft)		

## Student pilot Information

<b>Certificate:</b>	None	<b>Age:</b>	39, Male
<b>Airplane Rating(s):</b>	None	<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>	None	<b>Last FAA Medical Exam:</b>	
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	3 hours (Total, all aircraft), 3 hours (Total, this make and model)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Taylorcraft	<b>Registration:</b>	N95145
<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>	9545
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	August 1, 2004 Annual	<b>Certified Max Gross Wt.:</b>	1200 lbs
<b>Time Since Last Inspection:</b>	7 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	2143 Hrs as of last inspection	<b>Engine Manufacturer:</b>	Continental
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	A65-8
<b>Registered Owner:</b>	On file	<b>Rated Power:</b>	65 Horsepower
<b>Operator:</b>	On file	<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>	BUU,851 ft msl	<b>Distance from Accident Site:</b>	17 Nautical Miles
<b>Observation Time:</b>	08:55 Local	<b>Direction from Accident Site:</b>	132°
<b>Lowest Cloud Condition:</b>	Scattered / 2500 ft AGL	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	3 knots / 0 knots	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	110°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30 inches Hg	<b>Temperature/Dew Point:</b>	19°C / 11°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Palmyra, WI (88C )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	(88C )	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	08:45 Local	<b>Type of Airspace:</b>	

## 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>	42.883609,-88.597503

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Sorensen, Timothy
<b>Additional Participating Persons:</b>	Norman Widen; Milwaukee FSDO
<b>Original Publish Date:</b>	October 27, 2005
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	This accident report documents the factual circumstances of this accident as described to the NTSB.
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=62021">https://data.nts.gov/Docket?ProjectID=62021</a>

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