



Aviation Investigation Final Report

Location:	Warrenton, Virginia	Accident Number:	NYC06CA087
Date & Time:	April 2, 2006, 13:00 Local	Registration:	N43497
Aircraft:	Taylorcraft BC12-D	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

According to the pilot, during the landing flare, a gust of wind "caught" the tailwheel airplane, which then veered off the runway and into a ditch. The pilot also stated that the winds were variable at 10, gusting to 20 knots. The pilot did not report any mechanical anomalies with the airplane.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to maintain directional control during the landing roll. A factor was the gusting winds.

Findings

Occurrence #1: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

1. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. (F) WEATHER CONDITION - GUSTS
3. TERRAIN CONDITION - DITCH

Factual Information

According to the pilot, during the landing flare, a gust of wind "caught" the tailwheel airplane, which then veered off the runway and into a ditch. The pilot also stated that the winds were variable at 10, gusting to 20 knots. The pilot did not report any mechanical anomalies with the airplane.

Pilot Information

Certificate:	Airline transport	Age:	54, Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land	Seat Occupied:	
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine; Instrument airplane	Toxicology Performed:	No
Medical Certification:	Class 2	Last FAA Medical Exam:	June 1, 2004
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	2500 hours (Total, all aircraft), 500 hours (Total, this make and model), 2400 hours (Pilot In Command, all aircraft), 200 hours (Last 90 days, all aircraft), 100 hours (Last 30 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Taylorcraft	Registration:	N43497
Model/Series:	BC12-D	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:		Serial Number:	7156
Landing Gear Type:	Tailwheel	Seats:	
Date/Type of Last Inspection:		Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Continental
ELT:		Engine Model/Series:	A&C65 Series
Registered Owner:	Peggie Ohlinger	Rated Power:	
Operator:	John Ohlinger	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:		Visibility	
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:			
Departure Point:	Warrenton, VA (W66)	Type of Flight Plan Filed:	None
Destination:	(W66)	Type of Clearance:	None
Departure Time:		Type of Airspace:	

Airport Information

Airport:	Warrenton-Fauquier Airport W66	Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	32	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	
Total Injuries:	1 None	Latitude, Longitude:	38.586112,-77.710556

Administrative Information

Investigator In Charge (IIC): Cox, Paul

Additional Participating Persons:

Original Publish Date: August 29, 2006

Last Revision Date:

Investigation Class: [Class](#)

Note: This accident report documents the factual circumstances of this accident as described to the NTSB.

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=63447>

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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](#).