



Aviation Investigation Final Report

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|--------------------------------|--------------------------------------|-------------------------|-------------|
| Location: | Southbridge, Massachusetts | Accident Number: | ERA09CA251 |
| Date & Time: | April 18, 2009, 13:30 Local | Registration: | N96552 |
| Aircraft: | Taylorcraft BC12-D | Aircraft Damage: | Substantial |
| Defining Event: | Loss of control on ground | Injuries: | 2 None |
| Flight Conducted Under: | Part 91: General aviation - Personal | | |

Analysis

As the pilot raised the tail of his tailwheel-equipped airplane during the takeoff roll on runway 2, successive gusts of wind caused the airplane to "weathervane" to the left. The airplane did not respond to the pilot's input of "full right rudder" and continued off the side of the runway. The pilot, expecting that he would roll onto the grass, reduced the power to idle. As he rolled onto the grass a gust of wind lifted the tail of the airplane higher; the propeller struck the ground and the airplane continued over onto its back. The airplane sustained substantial damage to the wings and tail. Neither the pilot nor the passenger aboard received injuries. The reported weather at a nearby airport, about the time of the accident, included winds from 290 degrees at 10 knots, gusting to 17 knots. Examination of the wreckage did not reveal any preimpact mechanical malfunctions, nor did the pilot report any.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's inadequate compensation for the gusting wind conditions.

Findings

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| Personnel issues | Aircraft control - Pilot |
| Environmental issues | Gusts - Response/compensation |
| Aircraft | (general) - Not attained/maintained |

Factual Information

History of Flight

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| Takeoff | Other weather encounter |
| Takeoff | Loss of control on ground (Defining event) |
| Takeoff | Runway excursion |
| Takeoff | Nose over/nose down |

Pilot Information

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|----------------------------------|---|--|-------------------|
| Certificate: | Private | Age: | 46, Male |
| Airplane Rating(s): | Single-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 3 Without waivers/limitations | Last FAA Medical Exam: | November 10, 2008 |
| Occupational Pilot: | No | Last Flight Review or Equivalent: | June 1, 2007 |
| Flight Time: | 300 hours (Total, all aircraft), 75 hours (Total, this make and model), 250 hours (Pilot In Command, all aircraft), 10 hours (Last 90 days, all aircraft), 10 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft) | | |

Aircraft and Owner/Operator Information

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|--------------------------------------|--------------------------------|---------------------------------------|-----------------|
| Aircraft Make: | Taylorcraft | Registration: | N96552 |
| Model/Series: | BC12-D | Aircraft Category: | Airplane |
| Year of Manufacture: | | Amateur Built: | |
| Airworthiness Certificate: | Normal | Serial Number: | 8852 |
| Landing Gear Type: | Tailwheel | Seats: | 2 |
| Date/Type of Last Inspection: | September 1, 2008 Annual | Certified Max Gross Wt.: | 1200 lbs |
| Time Since Last Inspection: | | Engines: | 1 Reciprocating |
| Airframe Total Time: | 1618 Hrs as of last inspection | Engine Manufacturer: | CONT MOTOR |
| ELT: | Installed, not activated | Engine Model/Series: | A&C65 SERIES |
| Registered Owner: | On file | Rated Power: | 65 Horsepower |
| Operator: | On file | Operating Certificate(s) Held: | None |

Meteorological Information and Flight Plan

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|---|----------------------------------|---|-------------------|
| Conditions at Accident Site: | Visual (VMC) | Condition of Light: | Day |
| Observation Facility, Elevation: | ORH,1009 ft msl | Distance from Accident Site: | 12 Nautical Miles |
| Observation Time: | 12:54 Local | Direction from Accident Site: | 231° |
| Lowest Cloud Condition: | 5500 ft AGL | Visibility | 10 miles |
| Lowest Ceiling: | Broken / 5500 ft AGL | Visibility (RVR): | |
| Wind Speed/Gusts: | 10 knots / 17 knots | Turbulence Type Forecast/Actual: | / |
| Wind Direction: | 290° | Turbulence Severity Forecast/Actual: | / |
| Altimeter Setting: | 30 inches Hg | Temperature/Dew Point: | 14°C / 1°C |
| Precipitation and Obscuration: | No Obscuration; No Precipitation | | |
| Departure Point: | Southbridge, MA (3B0) | Type of Flight Plan Filed: | None |
| Destination: | Sterling, MA (3B3) | Type of Clearance: | None |
| Departure Time: | 13:30 Local | Type of Airspace: | |

Airport Information

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|-----------------------------|-----------------------------------|----------------------------------|---------|
| Airport: | Southbridge Municipal Airport 3B0 | Runway Surface Type: | Asphalt |
| Airport Elevation: | | Runway Surface Condition: | Dry |
| Runway Used: | 02 | IFR Approach: | None |
| Runway Length/Width: | 3501 ft / 75 ft | VFR Approach/Landing: | None |

Wreckage and Impact Information

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|----------------------------|--------|-----------------------------|---------------------------|
| Crew Injuries: | 1 None | Aircraft Damage: | Substantial |
| Passenger Injuries: | 1 None | Aircraft Fire: | None |
| Ground Injuries: | N/A | Aircraft Explosion: | None |
| Total Injuries: | 2 None | Latitude, Longitude: | 42.080421,-72.030052(est) |

Administrative Information

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| Investigator In Charge (IIC): | Hicks, Ralph |
| Additional Participating Persons: | Pete Lindberg; FAA/FSDO; Windsor Locks, CT |
| Original Publish Date: | July 14, 2009 |
| 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=73681 |

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