



Aviation Investigation Final Report

Location:	Joplin, Missouri	Accident Number:	CEN09CA436
Date & Time:	July 13, 2009, 20:40 Local	Registration:	N96660
Aircraft:	Taylorcraft BC-D	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported that he made a normal wheel landing in the tailwheel equipped airplane. After the tailwheel settled onto the runway, the airplane veered to the right and hit a runway light when it departed the runway. The airplane rolled into some soft, muddy terrain and it nosed over.

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.

Findings

Aircraft	Directional control - Not attained/maintained
Personnel issues	Aircraft control - Pilot

Factual Information

History of Flight

Landing-landing roll	Loss of control on ground (Defining event)
Landing-landing roll	Runway excursion
Landing-landing roll	Nose over/nose down

Pilot Information

Certificate:	Private	Age:	67
Airplane Rating(s):	Single-engine land; 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:	Sport pilot	Last FAA Medical Exam:	
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	3024 hours (Total, all aircraft), 380 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	Taylorcraft	Registration:	N96660
Model/Series:	BC-D	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal; Experimental light sport (Special)	Serial Number:	8960
Landing Gear Type:		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:	H-65-8
Registered Owner:	Michael Warman	Rated Power:	65 Horsepower
Operator:	Michael Warman	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:	Joplin, MO (LLN)	Type of Flight Plan Filed:	None
Destination:	Joplin, MO (LLN)	Type of Clearance:	None
Departure Time:	17:40 Local	Type of Airspace:	

Airport Information

Airport:	Joplin Airport LLN	Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	18	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Full stop

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:	37.151668,-94.498054

Administrative Information

Investigator In Charge (IIC):	Silliman, James
Additional Participating Persons:	Jim Wesley; FAA-Kansas City FSDOq; Kansas City, MO
Original Publish Date:	September 30, 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=74269

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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](#).