



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	Crescent City, FL	<b>Accident Number:</b>	MIA02LA076
<b>Date &amp; Time:</b>	04/02/2002, 1330 EST	<b>Registration:</b>	N43615
<b>Aircraft:</b>	Taylorcraft BC12-D	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## Analysis

According to the pilot, as soon as he lifted the tail wheel off the ground during takeoff, the right wing lifted, he lost directional control, and the aircraft ran off the left side of the grass runway, into an adjacent hangar. He stated that no mechanical irregularities, or surface wind conditions were a factor in the accident. Postcrash investigation by an FAA inspector confirmed that mechanical malfunction was not a factor.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The failure of the pilot to maintain directional control of the aircraft during takeoff roll, resulting in an excursion off the left side of the runway and collision with an adjacent hangar.

## Findings

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

### Findings

1. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

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Occurrence #2: ON GROUND/WATER COLLISION WITH OBJECT  
Phase of Operation: TAKEOFF - ROLL/RUN

### Findings

2. OBJECT - HANGAR/AIRPORT BUILDING

## Factual Information

On April 2, 2002, about 1330 eastern standard time, a Taylorcraft BC12-D, N43615, registered to a private individual, operating as a Title 14 CFR Part 91 personal flight, crashed during takeoff in the vicinity of Crescent City, Florida. Visual meteorological conditions prevailed, and no flight plan was filed. The aircraft received substantial damage, a hangar received minor collision damage, and the private-rated pilot, the sole occupant, was not injured. The flight was departing at the time of the accident.

According to the pilot, during takeoff roll from a private grass strip, as soon as he brought the tail wheel off the runway in his rotation sequence, the right wing suddenly lifted, causing him to lose directional control. The aircraft veered left off the runway and into an adjacent hangar. He reported neither surface winds nor runway conditions were a factor in the runway excursion. The pilot reported damage to the hangar was limited to an entrance door and aluminum siding.

According to an FAA inspector, a postcrash inspection of the aircraft determined that there were no mechanical discrepancies that may have contributed to the accident. The pilot agreed to taking additional training in tail wheel configured aircraft prior to exercising further solo privileges.

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	66, 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>	Seatbelt
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 Valid Medical--w/ waivers/lim.	<b>Last FAA Medical Exam:</b>	10/26/2000
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	11/15/2000
<b>Flight Time:</b>	355 hours (Total, all aircraft), 115 hours (Total, this make and model), 355 hours (Pilot In Command, all aircraft), 5 hours (Last 90 days, all aircraft), 0 hours (Last 30 days, all aircraft), 0 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

Aircraft Make:	Taylorcraft	Registration:	N43615
Model/Series:	BC12-D	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	7274
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	03/30/2002, Annual	Certified Max Gross Wt.:	1440 lbs
Time Since Last Inspection:	0 Hours	Engines:	1 Reciprocating
Airframe Total Time:	2960 Hours at time of accident	Engine Manufacturer:	Continental
ELT:	Installed, not activated	Engine Model/Series:	O-200
Registered Owner:	On file	Rated Power:	100 hp
Operator:	On file	Operating Certificate(s) Held:	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	DAB, 34 ft msl	Distance from Accident Site:	27 Nautical Miles
Observation Time:	1353 EST	Direction from Accident Site:	120°
Lowest Cloud Condition:	Scattered / 3800 ft agl	Visibility	10 Miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	80°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	27° C / 22° C
Precipitation and Obscuration:			
Departure Point:	Crescent City, FL (78FL)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1330 EST	Type of Airspace:	Class G

## Airport Information

Airport:	Pomona Landing Airport (78FL)	Runway Surface Type:	Grass/turf
Airport Elevation:	50 ft	Runway Surface Condition:	Dry
Runway Used:	20	IFR Approach:	Unknown
Runway Length/Width:	2600 ft / 100 ft	VFR Approach/Landing:	Unknown

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	N/A	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 None	<b>Latitude, Longitude:</b>	29.502222, -81.578333

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Alan C Stone	<b>Report Date:</b>	05/13/2003
<b>Additional Participating Persons:</b>	Alan Nemcik; FSDO FAA; Orlando, FL		
<b>Publish Date:</b>			
<b>Investigation Docket:</b>	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

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The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).