



National Transportation Safety Board Aviation Accident Data Summary

Location:	Higginsville, MO	Accident Number:	CEN11CA613
Date & Time:	09/01/2011, 1030 CDT	Registration:	N46112
Aircraft:	TAYLORCRAFT DCO-65	Injuries:	1 Minor
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

According to the pilot, during landing the wind lifted the left wing of the tailwheel-equipped airplane. As the wing came back down, the airplane began to ground loop and the airplane veered toward the right side of the runway. Due to observed terrain obstructions, the pilot elected to abort the landing and applied engine power. He attempted to clear a row of trees, but the airplane struck the trees and fell to the ground. The pilot reported that there were no anomalies with regard to the airplane. The airplane damage included bending of the left wing.

Flight Events

Landing-landing roll - Loss of control on ground

Landing-aborted after touchdown - Collision with terr/obj (non-CFIT)

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

The pilot's failure to maintain directional control during landing and his failure to maintain clearance from trees during the attempted aborted landing.

Findings

Aircraft-Aircraft oper/perf/capability-Performance/control parameters-Directional control-Not attained/maintained - C

Aircraft-Aircraft oper/perf/capability-Aircraft capability-Climb capability-Attain/maintain not possible - C

Personnel issues-Task performance-Use of equip/info-Aircraft control-Pilot - C

Pilot Information

Certificate:	Commercial	Age:	70
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	1800 hours (Total, all aircraft), 226 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Manufacturer:	TAYLORCRAFT	Registration:	N46112
Model/Series:	DCO-65	Engines:	1 Reciprocating
Operator:	On file	Engine Manufacturer:	CONT MOTOR
Air Carrier Operating Certificate:	None	Engine Model/Series:	A&C65 SERIES
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Observation Facility, Elevation:	KSZL, 870 ft msl	Weather Information Source:	Weather Observation Facility
Conditions at Accident Site:	Visual Conditions	Lowest Ceiling:	None
Condition of Light:	Day	Wind Speed/Gusts, Direction:	14 knots, 210°
Temperature:	32°C / 21°C	Visibility:	10 Miles
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Iola, KS (K88)	Destination:	Higginsville, MO (HIG)

Airport Information

Airport:	Higginsville Industrial Muni (HIG)	Runway Surface Type:	Asphalt
Runway Used:	16	Runway Surface Condition:	Dry
Runway Length/Width:	4400 ft / 75 ft		

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None

Administrative Information

Investigator In Charge (IIC):	John M Brannen	Adopted Date:	11/22/2011
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.		
Investigation Docket:	http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=81668		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

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