



National Transportation Safety Board Aviation Accident Data Summary

Location:	Selma, CA	Accident Number:	WPR15LA226
Date & Time:	08/01/2015, 1030 PDT	Registration:	N49153
Aircraft:	TAYLORCRAFT 12-m	Injuries:	2 Minor
Flight Conducted Under:	Part 91: General Aviation - Instructional		

Analysis

The pilot receiving instruction and flight instructor departed the airport area, practiced basic maneuvers, and then returned to the airport to practice takeoffs and landings. The pilot receiving instruction successfully completed five full-stop landings. The flight instructor reported that, during the sixth takeoff, the tail came up a bit slower but not at an abnormal rate. He added that, at liftoff, the airplane's pitch attitude was a bit higher than during the previous liftoffs and that the airplane was not climbing. As the flight instructor adjusted his position to see out the front windscreen, the airplane contacted the runway and then bounced. He determined that there was insufficient runway to land and stop the airplane, so he held the throttle in the full-power position to ensure that the pilot receiving instruction did not try to abort the takeoff. He maintained wings level and lowered the nose as much as possible until the airplane cleared a ditch and then touched down in a vineyard. The airplane contacted the ground in a level attitude, turned sharply 90 degrees, and then travelled about 30 ft before stopping.

The pilot receiving instruction reported that it was hot and humid, that the wind conditions were variable, and that the airplane was near its maximum gross weight. He added that there were no mechanical malfunctions or failures with the airplane that would have precluded normal operation. It is likely that the combined effects of the pilot's use of an increased pitch attitude, the airplane's near maximum gross weight, and the environmental conditions degraded the airplane's climb performance.

Flight Events

Takeoff - Collision during takeoff/land

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot receiving instruction's use of an excessive pitch attitude during takeoff with the airplane near its maximum gross weight in hot and humid conditions, which degraded the airplane's climb performance and resulted in a collision with obstacles during an off-airport landing. Contributing to the accident was the flight instructor's delayed remedial action.

Findings

Aircraft-Aircraft oper/perf/capability-Performance/control parameters-Pitch control-Incorrect use/operation - C

Aircraft-Aircraft oper/perf/capability-Aircraft capability-Climb capability-Capability exceeded - C

Aircraft-Aircraft oper/perf/capability-Aircraft capability-Maximum weight-Not specified - C

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

Personnel issues-Psychological-Attention/monitoring-Monitoring other person-Instructor/check pilot - C

Personnel issues-Action/decision-Action-Delayed action-Instructor/check pilot - F
 Environmental issues-Conditions/weather/phenomena-Temp/humidity/pressure-High temperature-
 Effect on equipment - C
 Environmental issues-Physical environment-Terrain-(general)-Contributed to outcome

Pilot Information

Certificate:	Private	Age:	24
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	None
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	53 hours (Total, all aircraft), 4 hours (Total, this make and model), 12 hours (Pilot In Command, all aircraft), 10 hours (Last 90 days, all aircraft), 4 hours (Last 30 days, all aircraft)		

Flight Instructor Information

Certificate:	Airline Transport; Flight Instructor; Commercial; Military	Age:	
Airplane Rating(s):	Multi-engine Land; Single-engine Land; Single-engine Sea	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	Airplane Single-engine
Flight Time:	3434 hours (Total, all aircraft), 10 hours (Total, this make and model), 25 hours (Last 90 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Manufacturer:	TAYLORCRAFT	Registration:	N49153
Model/Series:	12-m	Engines:	1 Reciprocating
Operator:	On file	Engine Manufacturer:	CONT MOTOR
Air Carrier Operating Certificate:	None	Engine Model/Series:	9-170-3
Flight Conducted Under:	Part 91: General Aviation - Instructional		

Meteorological Information and Flight Plan

Observation Facility, Elevation:	KFAT, 336 ft msl	Weather Information Source:	Weather Observation Facility
Conditions at Accident Site:	Visual Conditions	Lowest Ceiling:	
Condition of Light:	Day	Wind Speed/Gusts, Direction:	5 knots, 290°
Temperature:	31°C / 7°C	Visibility	10 Miles
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Selma, CA (0Q4)	Destination:	Selma, CA (0Q4)

Airport Information

Airport:	Selma (0Q4)	Runway Surface Type:	Asphalt
Runway Used:	10	Runway Surface Condition:	Vegetation
Runway Length/Width:	2490 ft / 50 ft		

Wreckage and Impact Information

Crew Injuries:	2 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None

Administrative Information

Investigator In Charge (IIC):	Howard D Plagens	Adopted Date:	01/05/2016
Note:	The NTSB did not travel to the scene of this accident.		
Investigation Docket:	http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=91686		

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