



National Transportation Safety Board Aviation Accident Final Report

Location:	Libby, MT	Accident Number:	WPR15LA246
Date & Time:	08/16/2015, 1915 MDT	Registration:	N43616
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

The private pilot of the tailwheel-equipped airplane stated that, during the landing roll, the airplane began to veer to the left. The pilot used both brake and rudder inputs in an effort to return to the runway centerline; however, despite the pilot's attempts to regain directional control, the airplane continued off the left side of the runway and ground looped. Postaccident examination of the left landing gear and braking system revealed no evidence of mechanical malfunction or failure that would have precluded normal operation.

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, which resulted in a runway excursion.

Findings

Aircraft	Directional control - Not attained/maintained (Cause)
Personnel issues	Aircraft control - Pilot (Cause)

Factual Information

On August 16, 2015, about 1915 mountain daylight time, a Taylorcraft BC-12D, N43616, experienced a brake system malfunction during the landing roll at the Libby Airport, Libby, Montana. A private individual owned the airplane and the pilot was operating it under the provisions of 14 Code of Federal Regulations (CFR) Part 91. The private pilot and passenger were not injured; the airplane sustained substantial damage. The cross-country personal flight departed from a remote grass airstrip in Yaak, Montana about 1845 with a planned destination of Libby. Visual meteorological conditions prevailed and the pilot had not filed a visual flight rules (VFR) flight plan.

The pilot stated that after completing the approximate 20 minute flight, he configured the airplane to land on runway 33 at the Libby Airport. Upon touchdown, the airplane began to veer to the left. The pilot used both the brake and rudder inputs in an effort to return to the runway center. Despite the pilot's attempts to regain directional control, the airplane continued off the left side of the runway and ground looped. The airplane incurred substantial damage to the wing spar.

The pilot further stated that the loss of directional control was precipitated by a landing gear malfunction. He opined that the left brake likely seized after touchdown, which was evident from the skidmark on the runway surface. The brake system was the original cable-operated drum brake. The left landing gear was locked immediately after the accident, but after several hours was free to turn again. A Federal Aviation Administration (FAA) certified airframe and powerplant mechanic examined and disassembled the left landing gear. He stated the examination of the braking system revealed no evidence of mechanical malfunction or failure that would have precluded normal operation. He further stated that he could smell a burned odor from the brake, but they functioned normally.

History of Flight

Landing-landing roll	Loss of control on ground (Defining event)
----------------------	--

Pilot Information

Certificate:	Private	Age:	71, 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:	Sport Pilot With Waivers/Limitations	Last FAA Medical Exam:	02/27/2013
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	2136 hours (Total, all aircraft), 28 hours (Total, this make and model), 19 hours (Last 90 days, all aircraft), 11 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	TAYLORCRAFT	Registration:	N43616
Model/Series:	BC12 D D	Aircraft Category:	Airplane
Year of Manufacture:	1946	Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	7275
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	08/08/2015, Annual	Certified Max Gross Wt.:	1200 lbs
Time Since Last Inspection:	11 Hours	Engines:	Reciprocating
Airframe Total Time:	1241.3 Hours as of last inspection	Engine Manufacturer:	Continental Motors
ELT:	C91 installed, activated, did not aid in locating accident	Engine Model/Series:	C85-8F
Registered Owner:	HAZEL SELANDER	Rated Power:	85 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:	K65S, 2333 ft msl	Distance from Accident Site:	42 Nautical Miles
Observation Time:	0215 UTC	Direction from Accident Site:	310°
Lowest Cloud Condition:	Clear	Visibility	10 Miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	Calm /	Turbulence Type Forecast/Actual:	/ None
Wind Direction:		Turbulence Severity Forecast/Actual:	/ N/A
Altimeter Setting:	30.08 inches Hg	Temperature/Dew Point:	20° C / 7° C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Yaak, MT	Type of Flight Plan Filed:	None
Destination:	Libby, MT (S59)	Type of Clearance:	None
Departure Time:	1845 MDT	Type of Airspace:	

Airport Information

Airport:	LIBBY (S59)	Runway Surface Type:	Asphalt
Airport Elevation:	2605 ft	Runway Surface Condition:	Dry
Runway Used:	33	IFR Approach:	None
Runway Length/Width:	5003 ft / 75 ft	VFR Approach/Landing:	Full Stop

Wreckage and Impact Information

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:	48.283889, -115.490278 (est)

Administrative Information

Investigator In Charge (IIC):	Zoe Keliher	Report Date:	05/23/2017
Additional Participating Persons:	Bernie Connely; Federal Aviation Administration; Salt Lake City, UT		
Publish Date:	05/23/2017		
Note:	The NTSB did not travel to the scene of this accident.		
Investigation Docket:	http://dms.ntsb.gov/pubdms/search/dockList.cfm?mKey=91819		

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.

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](#).