



Aviation Investigation Final Report

Location:	Sibley, Iowa	Accident Number:	CEN23LA240
Date & Time:	June 15, 2023, 11:30 Local	Registration:	N23679
Aircraft:	Taylorcraft BC-65	Aircraft Damage:	Substantial
Defining Event:	Loss of control in flight	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported that during an extended final approach, the “bottom fell out” and the airplane entered an aerodynamic stall. The pilot was unable to recover before the airplane touched down short of the runway. The left main landing gear collapsed during the hard landing, and the airplane sustained substantial damage to the fuselage and right wing. The pilot reported that there were no preaccident mechanical malfunctions or failures with the airplane 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 adequate airspeed on final approach resulting in the airplane inadvertently exceeding the critical angle of attack and entering an inadvertent aerodynamic stall.

Findings

Aircraft	Airspeed - Not attained/maintained
Aircraft	Angle of attack - Not attained/maintained
Personnel issues	Aircraft control - Pilot

Factual Information

History of Flight

Approach-VFR pattern final	Aerodynamic stall/spin
Approach-VFR pattern final	Loss of control in flight (Defining event)
Landing	Hard landing

Pilot Information

Certificate:	Private	Age:	71, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Lap only
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Sport pilot None	Last FAA Medical Exam:	
Occupational Pilot:	No	Last Flight Review or Equivalent:	April 10, 2023
Flight Time:	511 hours (Total, all aircraft), 423 hours (Total, this make and model), 500 hours (Pilot In Command, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Taylorcraft	Registration:	N23679
Model/Series:	BC-65	Aircraft Category:	Airplane
Year of Manufacture:	1939	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	1413
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	May 15, 2023 Annual	Certified Max Gross Wt.:	1200 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	as of last inspection	Engine Manufacturer:	Continental
ELT:	C91 installed, not activated	Engine Model/Series:	A-65-8
Registered Owner:	On file	Rated Power:	65 Horsepower
Operator:	On file	Operating Certificate(s) Held:	None
Operator Does Business As:	On file	Operator Designator Code:	N/A

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KSHL, 1419 ft msl	Distance from Accident Site:	10 Nautical Miles
Observation Time:	11:35 Local	Direction from Accident Site:	199°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	240°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.75 inches Hg	Temperature/Dew Point:	29°C / 11°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Worthington, MN (OTG)	Type of Flight Plan Filed:	None
Destination:	Sibley, IA	Type of Clearance:	None
Departure Time:	11:15 Local	Type of Airspace:	Class G

Airport Information

Airport:	Sibley ISB	Runway Surface Type:	Concrete
Airport Elevation:	1537 ft msl	Runway Surface Condition:	Dry
Runway Used:	17/35	IFR Approach:	None
Runway Length/Width:	3000 ft / 50 ft	VFR Approach/Landing:	Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	43.36472,-95.759601(est)

Administrative Information

Investigator In Charge (IIC):	Finne, Andrew
Additional Participating Persons:	Grabill, Charles; FAA-FSDO; Des Moines, IA
Original Publish Date:	October 17, 2023
Last Revision Date:	
Investigation Class:	Class 4
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=192373

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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](#).