

INSPECTOR STATEMENT

This statement concerns the on-site surveillance of the following aircraft and review of the associated/available records on Friday – 05/15/2015 and Wednesday – 05/20/2015 located at the Inverness Airport (KINF), Hangar 1B.

Make: Taylorcraft
Model: BC12D
Serial No.: 7374
Registration: N43715

The point of contact was the owner/pilot of N43715 – Paul (Ed) E. Carpenter.

An Aircraft Accident/Incident Preliminary Notice, FAA Form 8020-9, was received by the Tampa Flight Standards District Office on 05/12/2015 providing a brief description of the circumstances surrounding the aircraft landing on Runway 19 at Inverness Airport. The aircraft damage was indicated as “unknown” and there were no injuries. The Citrus County Sheriff's office contacted the Federal Aviation Administration (FAA) and aircraft was allowed to be towed to the owner's hangar (Hangar 1B) at the Inverness Airport on 05/12/2015.

A report was filed by the Citrus County Sheriff's office – case number 2015- [REDACTED]

I was assigned to the investigation on Tuesday – 05/12/2015 along with Inspector Robert J. Nutt (SO-FSDO-35).

The event has been determined to be an accident.

Friday – 05/15/2015

- The aircraft was inspected (without disassembly) and the following areas received visible damage:
 - The LH landing gear “V” fitting (welded steel tube)
 - The longeron (horizontal / welded steel tube) aft of the landing gear “V” fitting
 - The RH wingtip leading edge
 - The propeller (wooden / fixed pitch) – both blades

It was noted that the LH tail wheel spring was still attached at the tail wheel and not at the rudder arm; and, that the RH tail wheel spring was not attached at either position. Mr. Carpenter reported that the RH tail wheel spring was found near the aircraft and recovered by him.

In review of the tail wheel configuration to the available documentation (maintenance records, Form(s) 337, Taylorcraft service manual / parts list, and Type Certificate Data Sheet), it appears the original configuration has been altered

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to the current configuration. A maintenance record entry that documents a configuration change was unable to be located.

- The aircraft documents were reviewed.
 - N43715 holds a Certificate of Airworthiness (Form ACA-1362), classification Standard, with an issuance date of 09/06/1956 – which remains in effect as long as the aircraft is maintained in accordance with the civil air regulations part 43.
 - N43715 holds a Certificate of Aircraft Registration (AC Form 8050-3) issued to Paul E. Carpenter (Inverness, FL) – expiration date: 02/28/2017.
- The maintenance records of the aircraft were reviewed. The owner/pilot provided one (1) propeller log, one (1) engine log, and one (1) aircraft log.

The propeller log contains no maintenance record entries and one (1) FAA Form 8130-3 for the installed propeller – Sensenich Wood Propeller, PN W72CK-40, SN AG3563.

The engine log is for the installed Continental A-65-8, SN 407198, and the first entry states “previous log book lost – estimated time on engine: 1800 hrs”. The last entry is from the Annual Inspection complied with on 09/15/2014 at aircraft TT: 3140.99.

The aircraft log is for N43715 and labelled as “#5 / latest”. The last entry is from the Annual Inspection complied with on 09/15/2014 at aircraft TT: 3140.99.

Note: Paul (Ed) E. Carpenter provided the aircraft weight and balance information via email on Monday – 05/18/2015.

- The owner/pilot, Paul (Ed) E. Carpenter was interviewed and provided a written statement dated 05/12/2015.

Mr. Carpenter’s pilot certificate was reviewed. He is an FAA certificated Private Pilot / Airplane Single Engine Land – certificate number [REDACTED]

Mr. Carpenter’s pilot logbook was reviewed and documents completion of a Flight Review (14 CFR 61.56) on 12/20/2013. The logbook documents that he flew a total of 3 hours / 15 minutes and performed 12 landings in the last 90-days (1 hour and 6 landings on 05/07/2015, 1 hour / 15 minutes and 4 landings on 05/10/2015, and 1 hour and 2 landings on 05/12/2015)

Mr. Carpenter stated that he does not hold an FAA medical certificate – but does hold a valid driver license and flies under sport pilot rules. He presented his Florida Driver License (expires 05/24/2018) for review.

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- Photos were taken of the aircraft and relative documentation. Four (4) photos of the aircraft at the accident site were provided by Mr. Carpenter.

The National Transportation Safety Board (NTSB) representative, Luke Schiada, was contacted on Monday – 05/18/2015 and informed of the events that occurred to date. Preliminary documents and photos were requested and forwarded.

I was informed by Luke Schiada that the on-going representative for the NTSB would be Dennis Diaz. He was contacted on Tuesday – 05/19/2015 and informed of the events that occurred to date. At this time, additional documentation was requested by Dennis Diaz and a meeting with Mr. Carpenter and myself was made for Wednesday – 05/20/2015.

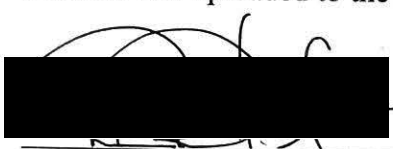
Wednesday – 05/20/2015

- Additional maintenance records of the aircraft were provided by Mr. Carpenter. An inventory receipt was provided to Mr. Carpenter and the following was taken for review:
 - four aircraft logs – labelled #2, #3, #4, & #5
 - one (1) engine log
 - one (1) propeller log with FAA Form 8130-3
 - five pages of aircraft weight and balance
 - seven pages of (annual) inspection instructions
 - ELT installation and operation manual – document #IM-450
 - Taylorcraft BC12D Service Manual
 - Taylorcraft B & B12 Owner's Manual
 - 1946 BC12D Taylorcraft restoration binder
 - Maintenance and Overhaul Manual – Continental Motors
 - Safe-Start Starter System Manual

A maintenance record entry that documents a change to the current configuration of the tail wheel was unable to be located in the additional maintenance records provided.

- Additional photos were taken of the aircraft.

The above maintenance records and photos (05/15/2015 and 05/20/2015) were reviewed, scanned and uploaded to the NTSB on Friday – 05/22/2015.




Randy E. Ryhal
Aviation Safety Inspector
SO-FSDO-35

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