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Subject: N96540
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Inspector statement

12/30/2020 at 1700Z, 1200 LCL, N96540, a 1946 Taylorcraft Model 12BC-D, S/N 8840, landed parallel to runway 01 at Hummel Field (W75), Topping, VA. 2 personnel on board, no injuries. When touching down onto the grass, the aircraft pulled right, which was corrected with left rudder. After correction the aircraft started pulling left which could not be corrected by the pilot applying full opposite right rudder. The aircraft crossed onto the runway tarmac, nosed over and scraped along on the prop spinner until reaching the left side of the runway. Upon reaching the ground adjacent to the left side of the runway the spinner dug in and the aircraft turned upside down at approximately a 45° angle to the runway centerline at mid field, magnetic heading 329°.

Damage consisted of nose cowlings dented, pilot and passenger doors bent at hinges and upper aft corners, right wing forward strut bent up with subsequent right wing warpage, left and right wing tips compressed aft along 2 feet of the leading edges, horizontal stabilizer and rudder compressed downward, wood 2 bladed Sensenich propeller splintered, engine turned normally.

Weather VMC light winds, witnesses reported the winds as downwind. Windsock serviceable, functional, and operating. Pilot received weather from WeatherTap.com, Metars and TAFs from ORF, PHF, NHK and the AWOS at FYJ. AWOS at W75 is out with NOTAM.

Inspected the aircraft on 12/31/2020 and 01/06/2021 at Hummel Field. The brakes were operated and function was normal with no binding. The return pressure on the right brake was weaker than the left. Left brake actuating arm hardware (cotter pin) between the strut and brake displays signs of minor contact with chaffed paint. Flight controls all operated through normal range of movement with no binding.


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