



# Aviation Investigation Final Report

<b>Location:</b>	NEW GLOUCESTER, Maine	<b>Accident Number:</b>	BF093LA052
<b>Date &amp; Time:</b>	March 19, 1993, 15:43 Local	<b>Registration:</b>	N25881
<b>Aircraft:</b>	PIPER J3C-65	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 Minor
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

DURING THE INITIAL CLIMB IMMEDIATELY AFTER TAKEOFF, THE ENGINE 'QUIT COMPLETELY' AND THE 'AIRPLANE WINGS STALLED.' THE AIRPLANE IMPACTED SNOW COVERED TERRAIN ABOUT 1500 FEET FROM THE AIRSTRIP. THE PILOT DID NOT REPORT ANY MECHANICAL MALFUNCTIONS. AN INSPECTION OF THE WRECKAGE ALSO DID NOT REVEAL ANY MECHANICAL MALFUNCTIONS WHICH WOULD HAVE BEEN RELATED TO LOSS OF ENGINE POWER. FUEL WAS FOUND IN THE AIRPLANE.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: LOSS OF ENGINE POWER DURING TAKEOFF DUE TO UNDETERMINED REASONS, AND FAILURE OF THE PILOT TO MAINTAIN ADEQUATE AIRSPEED, WHICH RESULTED IN AN INADVERTENT STALL.

## Findings

Occurrence #1: LOSS OF ENGINE POWER  
Phase of Operation: TAKEOFF - INITIAL CLIMB

### Findings

1. (C) REASON FOR OCCURRENCE UNDETERMINED

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Occurrence #2: FORCED LANDING

Phase of Operation: DESCENT - EMERGENCY

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Occurrence #3: LOSS OF CONTROL - IN FLIGHT

Phase of Operation: DESCENT - EMERGENCY

Findings

2. (C) AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND

3. (C) STALL - INADVERTENT - PILOT IN COMMAND

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Occurrence #4: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT - UNCONTROLLED

Findings

4. TERRAIN CONDITION - SNOW COVERED

## Factual Information

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	34, Male
<b>Airplane Rating(s):</b>	Single-engine land; Single-engine sea	<b>Seat Occupied:</b>	Rear
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	February 8, 1992
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	575 hours (Total, all aircraft), 50 hours (Total, this make and model), 500 hours (Pilot In Command, all aircraft), 15 hours (Last 90 days, all aircraft), 5 hours (Last 30 days, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	PIPER	<b>Registration:</b>	N25881
<b>Model/Series:</b>	J3C-65 J3C-65	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	3834
<b>Landing Gear Type:</b>	Ski	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	March 2, 1993 Annual	<b>Certified Max Gross Wt.:</b>	1220 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	CONTINENTAL
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	C-65
<b>Registered Owner:</b>	DAVID E. CLARK	<b>Rated Power:</b>	65 Horsepower
<b>Operator:</b>	DAVID E. CLARK	<b>Operating Certificate(s) Held:</b>	None
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	PWM ,74 ft msl	<b>Distance from Accident Site:</b>	30 Nautical Miles
<b>Observation Time:</b>	16:14 Local	<b>Direction from Accident Site:</b>	90°
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	20 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	10 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	150°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30 inches Hg	<b>Temperature/Dew Point:</b>	-3°C / -12°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>		<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>		<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	15:30 Local	<b>Type of Airspace:</b>	Class E

## Airport Information

<b>Airport:</b>	PRIVATE STRIP	<b>Runway Surface Type:</b>	Grass/turf
<b>Airport Elevation:</b>	350 ft msl	<b>Runway Surface Condition:</b>	Snow
<b>Runway Used:</b>	17	<b>IFR Approach:</b>	
<b>Runway Length/Width:</b>	1500 ft / 250 ft	<b>VFR Approach/Landing:</b>	Forced landing

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Minor	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 Minor	<b>Latitude, Longitude:</b>	

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Guzzetti, Jeffrey
<b>Additional Participating Persons:</b>	SYLVESTER DYE; PORTLAND , ME
<b>Original Publish Date:</b>	November 19, 1993
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=11918">https://data.nts.gov/Docket?ProjectID=11918</a>

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