



# Aviation Investigation Final Report

<b>Location:</b>	PALMER, Alaska	<b>Accident Number:</b>	ANC95FA063
<b>Date &amp; Time:</b>	June 3, 1995, 14:00 Local	<b>Registration:</b>	N32708
<b>Aircraft:</b>	PIPER J3C-65	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 Serious
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

THE PILOT LIVES ADJACENT TO AN AIRSTRIP AND A VEHICLE DROVE ACROSS THE AIRSTRIP AND HIS YARD AT A HIGH RATE OF SPEED. HE WAS VERY AGITATED AND ELECTED TO FLY HIS AIRPLANE IN SEARCH OF THE VEHICLE. DURING HIS FLIGHT HE MADE AN ABRUPT PULL UP AND STEEP BANK AND LOST CONTROL OF THE AIRPLANE. THE LEFT WING STRUCK THE TERRAIN AND THE AIRPLANE CRASHED.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S INADVERTENT STALL. A FACTOR IN THE ACCIDENT WAS THE PILOT'S EMOTIONAL REACTION TO THE VEHICLE TRAVELLING THROUGH HIS YARD.

## Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT  
Phase of Operation: MANEUVERING - TURN TO REVERSE DIRECTION

- Findings
1. (C) STALL/MUSH - INADVERTENT - PILOT IN COMMAND
  2. (F) EMOTIONAL REACTION - PILOT IN COMMAND
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Occurrence #2: DRAGGED WING, ROTOR, POD, FLOAT OR TAIL/SKID  
Phase of Operation: DESCENT - UNCONTROLLED

## Factual Information

On June 3, 1995, at 1400 Alaska daylight time, a wheel equipped Piper J3C-65 airplane, N32708, registered to and operated by the pilot, crashed near the mouth of Jim Creek and Knik River, near Palmer, Alaska. The personal flight, operating under 14 CFR Part 91, departed the Butte Airstrip for a local flight. No flight plan was filed and visual meteorological conditions prevailed. The private certificated pilot, the sole occupant, was seriously injured and the airplane was substantially damaged.

According to the pilot, he lives adjacent to the Butte airstrip. On the day of the accident, a vehicle with young adults traveled down the airstrip and across his property at a high rate of speed. He elected to fly his airplane in search of the vehicle. He was flying low along the sandbars and shoreline of the Knik River. He pulled up abruptly attempting to reverse his direction of flight. The pilot stated that as soon as he pulled up he knew he was in trouble. His airspeed began to bleed off and the airplane began a descent. He added full power. The airplane continued its descent and the left wing dragged the ground and the airplane crashed onto the sand.

The pilot stated he was very agitated at the "young adults" who drove through his yard and he wanted to find them.

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	45, Male
<b>Airplane Rating(s):</b>	Single-engine land; Single-engine sea	<b>Seat Occupied:</b>	Front
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	June 9, 1993
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	1795 hours (Total, all aircraft), 1500 hours (Total, this make and model), 1730 hours (Pilot In Command, all aircraft), 21 hours (Last 90 days, all aircraft), 8 hours (Last 30 days, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	PIPER	<b>Registration:</b>	N32708
<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>	5541
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	October 14, 1994 Continuous airworthiness	<b>Certified Max Gross Wt.:</b>	1220 lbs
<b>Time Since Last Inspection:</b>	80 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	7604 Hrs	<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Installed, activated, did not aid in locating accident	<b>Engine Model/Series:</b>	O-235-C
<b>Registered Owner:</b>	HUPPERT, GERALD P.	<b>Rated Power:</b>	115 Horsepower
<b>Operator:</b>		<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>		<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>		<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	30 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	/	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	0°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>		<b>Temperature/Dew Point:</b>	18°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	BUTTE AIRSTRIP , AK	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>		<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	13:30 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>		<b>Runway Surface Type:</b>	
<b>Airport Elevation:</b>		<b>Runway Surface Condition:</b>	
<b>Runway Used:</b>	0	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>		<b>VFR Approach/Landing:</b>	None

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Serious	<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 Serious	<b>Latitude, Longitude:</b>	61.619388,-148.980895(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Kobelnyk, George
<b>Additional Participating Persons:</b>	CAROL GILES; ANCHORAGE , AK
<b>Original Publish Date:</b>	November 30, 1995
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	
<b>Investigation Docket:</b>	<a href="https://data.ntsb.gov/Docket?ProjectID=2582">https://data.ntsb.gov/Docket?ProjectID=2582</a>

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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](#).