



Aviation Investigation Final Report

Location:	SHASTA LAKE, California	Accident Number:	LAX91LA259
Date & Time:	June 12, 1991, 14:00 Local	Registration:	N23195
Aircraft:	PIPER J3L	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

AFTER REFUELING HIS FLOAT EQUIPPED AIRCRAFT ON SHASTA LAKE THE PILOT AND HIS PASSENGER ENPLANED TO CONTINUE THEIR FLIGHT TO THEIR HOMETOWN. AS THE AIRCRAFT BEGAN ITS WATER TAKEOFF TAXI RUN IT NEARED A SHORELINE THAT EXTENDED ACROSS ITS PATH. THE PILOT TURNED LEFT, PLACING THE WIND ON THE RIGHT SIDE OF THE AIRCRAFT AND THE AIRCRAFT DOWNWIND TO A TREE LINED SHORELINE. THE AIRCRAFT TOOK OFF WHILE ON THIS HEADING AND STALLED.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT-IN-COMMAND'S FAILURE TO MAINTAIN AIRSPEED ON INITIAL TAKEOFF CLIMB RESULTING IN AN IN FLIGHT LOSS OF CONTROL, STALL, AND INFLIGHT COLLISION WITH TERRAIN/WATER.

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. (F) WEATHER CONDITION - TURBULENCE
2. (C) AIRSPEED(VS) - NOT MAINTAINED - PILOT IN COMMAND
3. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Factual Information

Pilot Information

Certificate:	Private	Age:	47, Male
Airplane Rating(s):	Single-engine land; Single-engine sea	Seat Occupied:	Rear
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	April 24, 1991
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	217 hours (Total, all aircraft), 55 hours (Total, this make and model), 143 hours (Pilot In Command, all aircraft), 10 hours (Last 90 days, all aircraft), 9 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N23195
Model/Series:	J3L J3L	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	2971
Landing Gear Type:	Float	Seats:	2
Date/Type of Last Inspection:	May 2, 1991 Annual	Certified Max Gross Wt.:	1170 lbs
Time Since Last Inspection:	5 Hrs	Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	CONTINENTAL
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	A75-8
Registered Owner:	BALMER, DAVID M.	Rated Power:	75 Horsepower
Operator:	BALMER, DAVID M.	Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	20 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	10 knots / 15 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	90°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	36°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:	PORTLAND , OR	Type of Clearance:	None
Departure Time:	00:00 Local	Type of Airspace:	Class G

Airport Information

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

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	1 Minor	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Minor	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	Wall, James
Additional Participating Persons:	RICHARD CONTE; SACRAMENTO , CA
Original Publish Date:	July 13, 1993
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=27246

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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](#).