



Aviation Investigation Final Report

Location:	CHANDLER, Arizona	Accident Number:	LAX98LA094
Date & Time:	February 22, 1998, 14:00 Local	Registration:	N46PS
Aircraft:	Piper J3	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot was practicing touch-and-goes and lost directional control of the airplane during rollout from the last attempt. The pilot said that as the airplane veered off to the left side of the runway he attempted to correct the drift by applying full right rudder and full throttle. Before he was able to regain directional control of the airplane, the left gear struck a large bush on the edge of the runway.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to maintain directional control of the airplane.

Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: LANDING - ROLL

Findings

1. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: LANDING - ROLL

Findings

2. TERRAIN CONDITION - HIGH VEGETATION

Occurrence #3: GEAR COLLAPSED

Phase of Operation: LANDING - ROLL

Findings

3. LANDING GEAR,MAIN GEAR STRUT - OVERLOAD

Factual Information

On February 22, 1998, at 1400 hours mountain standard time, a Piper J3, N46PS, ground looped and subsequently collapsed a main landing gear strut during landing at the Chandler Memorial Airfield, Chandler, Arizona. The aircraft sustained substantial damage, and the commercial pilot and his passenger were not injured. Visual meteorological conditions prevailed at the time of the accident. The flight originated at Steller Airpark in Chandler about 1315.

The pilot reported that during his rollout from the last touch-and-go, he lost directional control of the aircraft. He said that the airplane veered to the left and he applied full right rudder and full throttle in an effort to regain directional control. Before he was able to regain directional control of the airplane, the left gear leg struck a large bush on the edge of the runway. The collision with the bush bent the gear and forced the left wing and propeller into the ground.

Pilot Information

Certificate:	Commercial	Age:	44, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Rear
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	August 8, 1996
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	1362 hours (Total, all aircraft), 248 hours (Total, this make and model), 1316 hours (Pilot In Command, all aircraft), 19 hours (Last 90 days, all aircraft), 11 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N46PS
Model/Series:	J3 J3	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	22261
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	June 11, 1997 Annual	Certified Max Gross Wt.:	1220 lbs
Time Since Last Inspection:	10 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1844 Hrs	Engine Manufacturer:	Continental
ELT:	Installed, not activated	Engine Model/Series:	C-85-12
Registered Owner:	DANIEL S. PERRY	Rated Power:	85 Horsepower
Operator:		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:	CHD ,1274 ft msl	Distance from Accident Site:	
Observation Time:	13:50 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	1 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	270°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	18°C / -2°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	STELLER AIRPARK, AZ (P19)	Type of Flight Plan Filed:	None
Destination:	(L07)	Type of Clearance:	None
Departure Time:	20:15 Local	Type of Airspace:	Class G

Airport Information

Airport:	CHANDLER MEMORIAL L07	Runway Surface Type:	Asphalt
Airport Elevation:	1175 ft msl	Runway Surface Condition:	Dry;Rough
Runway Used:	29	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Touch and go

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	33.320423,-111.81974(est)

Administrative Information

Investigator In Charge (IIC):	Childress, Deborah
Additional Participating Persons:	JOHN NOEL; SCOTTSDALE , AZ
Original Publish Date:	December 1, 1999
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=30038

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