



# Aviation Investigation Final Report

<b>Location:</b>	ATHENS, Georgia	<b>Accident Number:</b>	ATL93LA125
<b>Date &amp; Time:</b>	July 7, 1993, 14:45 Local	<b>Registration:</b>	N70894
<b>Aircraft:</b>	PIPER J3	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Instructional		

## Analysis

THE FLIGHT INSTRUCTOR STATED THAT DURING A WHEELS LANDING, THE AIRCRAFT VEERED OFF TO THE RIGHT AND THE AIRCRAFT SEEMED TO BRAKE AND NOSED OVER. HE STATED THAT THE DUAL STUDENT WAS FLYING THE AIRCRAFT AT THE TIME OF THE ACCIDENT, AND HAD CONTROL OF THE BRAKES.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE DUAL STUDENT'S IMPROPER APPLICATION OF WHEEL BRAKES PRIOR TO LOWERING THE TAIL WHEEL AND INADEQUATE SUPERVISION BY THE CFI.

## Findings

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

### Findings

1. (C) BRAKES(NORMAL) - IMPROPER USE OF - DUAL STUDENT
2. (C) SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)

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Occurrence #2: NOSE OVER  
Phase of Operation: LANDING - ROLL



## Factual Information

On July 7, 1993, at about 1445 eastern daylight time, a Piper J3, N70894 was substantially damaged following a collision with terrain during a landing attempt at Athens, Georgia. Neither the flight instructor, nor the private student were injured in the accident. The aircraft was being operated under 14 CFR Part 91 by Georgia Flight Academy of Athens, Georgia. Visual meteorological conditions existed at the time of the accident, and no flight plan had been filed for the local, instructional flight. The flight departed Athens at about 1400.

The flight instructor reported that during a wheel landing, the aircraft veered off to the right and nosed over. He stated that he thought that the student applied the aircraft brakes prior to lowering the tail wheel.

### Pilot Information

<b>Certificate:</b>	Commercial; Flight instructor	<b>Age:</b>	21, Male
<b>Airplane Rating(s):</b>	Single-engine land; Multi-engine land	<b>Seat Occupied:</b>	Front
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	Yes
<b>Instructor Rating(s):</b>	Airplane single-engine	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 Valid Medical—no waivers/lim.	<b>Last FAA Medical Exam:</b>	September 22, 1992
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	370 hours (Total, all aircraft), 33 hours (Total, this make and model), 299 hours (Pilot In Command, all aircraft), 66 hours (Last 90 days, all aircraft), 20 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	PIPER	<b>Registration:</b>	N70894
<b>Model/Series:</b>	J3 J3	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	17919
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	June 22, 1993 Annual	<b>Certified Max Gross Wt.:</b>	1220 lbs
<b>Time Since Last Inspection:</b>	16 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	2723 Hrs	<b>Engine Manufacturer:</b>	CONTINENTAL
<b>ELT:</b>	Installed, activated, did not aid in locating accident	<b>Engine Model/Series:</b>	A-65-8
<b>Registered Owner:</b>	GEORGIA FLIGHT OF DE, INC.	<b>Rated Power:</b>	65 Horsepower
<b>Operator:</b>	GEORGIA FLIGHT OF DE	<b>Operating Certificate(s) Held:</b>	None
<b>Operator Does Business As:</b>	GEORGIA FLIGHT ACADAMY	<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>	AHN ,800 ft msl	<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>	14:52 Local	<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	Scattered / 5000 ft AGL	<b>Visibility</b>	8 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	6 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	350°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30 inches Hg	<b>Temperature/Dew Point:</b>	37°C / 18°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>	00:00 Local	<b>Type of Airspace:</b>	Class D;Class G

## Airport Information

<b>Airport:</b>	BEN EPPS AHN	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	800 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	27	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	5500 ft / 100 ft	<b>VFR Approach/Landing:</b>	Traffic pattern

## Wreckage and Impact Information

<b>Crew Injuries:</b>	2 None	<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>	2 None	<b>Latitude, Longitude:</b>	33.909698,-83.319793(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Sasser, Roff
<b>Additional Participating Persons:</b>	KENNETH J BRANTLEY; ATLANTA , GA
<b>Original Publish Date:</b>	December 2, 1994
<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=3237">https://data.ntsb.gov/Docket?ProjectID=3237</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](#).