



Aviation Investigation Final Report

Location:	INVERNESS, Mississippi	Accident Number:	MIA92FA174
Date & Time:	September 6, 1992, 18:23 Local	Registration:	N70734
Aircraft:	PIPER J3C-65	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	2 Fatal
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE STUDENT PILOT WHO HAD NOT RECEIVED A SOLO ENDORSEMENT FROM A FLIGHT INSTRUCTOR BORROWED THE AIRCRAFT FROM THE OWNER. THE STUDENT THEN FLEW SOLO TO CLEVELAND, MISSISSIPPI WHERE A FLIGHT INSTRUCTOR ENDORSED HIM FOR SOLO FLIGHT. THE STUDENT THEN RETURNED TO INVERNESS, MISSISSIPPI AND REFUELED THE AIRCRAFT. THE STUDENT THEN FLEW TO LELAND, MISSISSIPPI AND PICKED UP A PASSENGER. THE STUDENT AND PASSENGER THEN DEPARTED FOR THE PURPOSE OF DEER SPOTTING. THE FLIGHT WAS OBSERVED FLYING LOW AND AT A SLOW SPEED IN THE CRASH AREA. THE AIRCRAFT WRECKAGE WAS FOUND THE NEXT DAY. THE AIRCRAFT HAD CRASHED NOSE FIRST AT A SLOW SPEED IN AN AREA OF TREES. ONLY ONE SMALL BRANCH ON A TREE HAD BEEN DAMAGED BY THE DESCENDING AIRCRAFT. EXAMINATION OF THE AIRCRAFT REVEALED NO EVIDENCE OF PRECRASH FAILURE OR MALFUNCTION OF THE AIRCRAFT STRUCTURE, FLIGHT CONTROLS, OR ENGINE.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE FAILURE OF THE PILOT IN COMMAND TO MAINTAIN AIRSPEED ABOVE STALL AIRSPEED RESULTING IN THE AIRCRAFT STALLING AND ENTERING A SPIN FROM WHICH IT DESCENDED UNCONTROLLED TO THE GROUND.

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT

Phase of Operation: MANEUVERING

Findings

1. (C) AIRSPEED(VS) - NOT MAINTAINED - PILOT IN COMMAND
2. (C) STALL/SPIN - INADVERTENT - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT - UNCONTROLLED

Findings

3. TERRAIN CONDITION - GROUND

Factual Information

Pilot Information

Certificate:	Student	Age:	21, Male
Airplane Rating(s):	None	Seat Occupied:	Rear
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	Yes
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	August 21, 1992
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	6 hours (Total, all aircraft), 6 hours (Total, this make and model), 1 hours (Pilot In Command, all aircraft), 6 hours (Last 90 days, all aircraft), 6 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N70734
Model/Series:	J3C-65 J3C-65	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	17752
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	June 16, 1992 Annual	Certified Max Gross Wt.:	1170 lbs
Time Since Last Inspection:	47 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	3069 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	C-90-8-F
Registered Owner:	ARRINGTON, LEE	Rated Power:	95 Horsepower
Operator:	ARRINGTON, LEE	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:	GWO ,155 ft msl	Distance from Accident Site:	16 Nautical Miles
Observation Time:	17:50 Local	Direction from Accident Site:	40°
Lowest Cloud Condition:	Scattered / 2800 ft AGL	Visibility	7 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	190°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	33°C / 21°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	LELAND , MS	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	18:00 Local	Type of Airspace:	Class G

Airport Information

Airport:		Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	0	IFR Approach:	
Runway Length/Width:		VFR Approach/Landing:	

Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	1 Fatal	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Fatal	Latitude, Longitude:	33.350788,-90.590324(est)

Administrative Information

Investigator In Charge (IIC):	Kennedy, Jeffrey
Additional Participating Persons:	ROBERT HOKE; JACKSON , MS
Original Publish Date:	September 14, 1993
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=32994

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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](#).