



# Aviation Investigation Final Report

<b>Location:</b>	HARRISONVILLE, Missouri	<b>Accident Number:</b>	MKC89FA011
<b>Date &amp; Time:</b>	October 23, 1988, 14:11 Local	<b>Registration:</b>	N42676
<b>Aircraft:</b>	PIPER J3C-65	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 Serious
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

THE PLT ELECTED TO FLY IN WINDS THAT WERE GUSTING FROM THE NORTHWEST. HE STATED THAT WHILE TAKING OFF TO THE NORTH, HE WAS MAINTAINING A NORMAL RATE OF CLIMB & AIRSPEED, BUT AT APRX 100 FT AGL, THE ACFT ENCTRD A SUDDEN SEVERE DOWNDRAFT & WAS SLAMMED TO THE GROUND. IT IMPACTED IN A RAVINE APRX 1/4 MI FROM THE TAKEOFF POINT. NO PREIMPACT PART FAILURE OR MALFUNCTION OF THE ACFT WAS FOUND. THE PLT HAD NEITHER A CURRENT MEDICAL CERTIFICATE NOR THE REQUIRED BIENNIAL FLT REVIEW. ALSO, THE ACFT DID NOT MEET THE REQUIREMENTS FOR AN ANNUAL INSPN.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

### Findings

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

#### Findings

1. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
2. MAINTENANCE,ANNUAL INSPECTION - NOT OBTAINED - COMPANY/OPERATOR MANAGEMENT
3. (C) PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
4. (F) WEATHER CONDITION - CROSSWIND

5. (F) WEATHER CONDITION - GUSTS
  6. (F) WEATHER CONDITION - DOWNDRAFT
  7. (F) COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
  8. (C) STALL/MUSH - INADVERTENT - PILOT IN COMMAND
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Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: TAKEOFF

## Factual Information

### Pilot Information

<b>Certificate:</b>	Commercial; Flight instructor	<b>Age:</b>	63, Male
<b>Airplane Rating(s):</b>	Single-engine land	<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>	Airplane single-engine	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	None None	<b>Last FAA Medical Exam:</b>	
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	5000 hours (Total, all aircraft), 1000 hours (Total, this make and model), 5000 hours (Pilot In Command, all aircraft), 15 hours (Last 90 days, all aircraft), 5 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	PIPER	<b>Registration:</b>	N42676
<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>	14969
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	Unknown	<b>Certified Max Gross Wt.:</b>	1220 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	CONTINENTAL
<b>ELT:</b>	Not installed	<b>Engine Model/Series:</b>	C-65-8
<b>Registered Owner:</b>	SCHEIB, ROY	<b>Rated Power:</b>	65 Horsepower
<b>Operator:</b>	SEVY, KENNETH	<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>	GVW ,1100 ft msl	<b>Distance from Accident Site:</b>	30 Nautical Miles
<b>Observation Time:</b>	13:00 Local	<b>Direction from Accident Site:</b>	310°
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	20 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	15 knots / 23 knots	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	310°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	29 inches Hg	<b>Temperature/Dew Point:</b>	15°C / -4°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>	14:10 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	PRIVATE	<b>Runway Surface Type:</b>	Grass/turf
<b>Airport Elevation:</b>	850 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	36	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	2400 ft / 75 ft	<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>	1 Serious	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	2 Serious	<b>Latitude, Longitude:</b>	38.650661,-94.339729(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Dickens, Bob
<b>Additional Participating Persons:</b>	RANDOLPH ROBINSON; KANSAS CITY , MO
<b>Original Publish Date:</b>	November 28, 1989
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=34665">https://data.nts.gov/Docket?ProjectID=34665</a>

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