



Aviation Investigation Final Report

Location:	CLARKSVILLE, Arkansas	Accident Number:	MKC90LA140
Date & Time:	June 23, 1990, 16:30 Local	Registration:	N38348
Aircraft:	PIPER J-3	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

SHORTLY AFTER TAKEOFF, IN A LEFT CROSSWIND TURN, THE AIRPLANE STALLED AND DESCENDED OUT OF CONTROL TO IMPACT. THERE WERE NO MECHANICAL MALFUNCTIONS DISCOVERED OR REPORTED BY THE PILOT. THE PILOT STATED THAT AT 200 FEET AGL HE TURNED DOWNWIND TO THE LEFT. THE AIRPLANE WOULD NOT MAINTAIN ALTITUDE AND THE NOSE WAS LOWERED IN AN ATTEMPT TO GAIN AIRSPEED. DESCENT CONTINUED AND THE PILOT RAISED THE NOSE TO CLEAR POWER LINES. IMPACT SUBSEQUENTLY OCCURRED IN A NOSE LOW ATTITUDE. ANOTHER PILOT REPORTED WIND GUSTS AND TURBULENCE IN THE AREA.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: FAILURE OF THE PILOT TO MAINTAIN FLYING SPEED.

Findings

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

Findings

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

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

Factual Information

Pilot Information

Certificate:	Commercial	Age:	43, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Unknown
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:	April 14, 1989
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	1310 hours (Total, all aircraft), 110 hours (Total, this make and model), 48 hours (Last 90 days, all aircraft), 39 hours (Last 30 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N38348
Model/Series:	J-3 J-3	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:		Serial Number:	6957
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	1220 lbs
Time Since Last Inspection:	0 Hrs	Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	CONTINENTAL
ELT:	Not installed	Engine Model/Series:	A-65-8
Registered Owner:	CLARKSVILLE CUB CLUB	Rated Power:	65 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:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	300°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	-18°C / -18°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	16:25 Local	Type of Airspace:	

Airport Information

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

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	35.4505,-93.470191(est)

Administrative Information

Investigator In Charge (IIC): Hruban, John

Additional Participating Persons: DAVID HALL;

Original Publish Date: September 28, 1992

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=35010>

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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](#).