



Aviation Investigation Final Report

Location:	MANCHESTER, Vermont	Accident Number:	NYC92LA019
Date & Time:	October 26, 1991, 16:48 Local	Registration:	N70548
Aircraft:	PIPER J3C-65	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PILOT WAS FLYING AT CRUISE ALTITUDE WHEN HE NOTICED SMOKE COMING FROM THE ENGINE. ACCORDING TO THE PILOT'S STATEMENT, HE MADE A PRECAUTIONARY LANDING AND FOUND THE OIL CAP WAS 'LOOSE'. HE SAID HE TIGHTENED THE CAP AND CHECKED THE OIL. JUST AFTER TAKING OFF AGAIN AT ABOUT 200 FEET THE ENGINE STARTED TO SMOKE AGAIN. HE ATTEMPTED A FORCED LANDING IN A FIELD, BUT WAS TOO LOW TO MAKE THE INTENDED LANDING SITE AND STRUCK TREES DURING THE DESCENT. THE FAA EXAMINED THE WRECKAGE AND FOUND THE OIL CAP OPEN. THE FAA REINSTALLED THE CAP, FOUND NO DISCREPANCIES WITH THE SEAL, AND SAID THE CAP '..HAD A POSITIVE LOCK'. THE PILOT HAD A TOTAL OF 85 FLIGHT HOURS AT THE TIME OF THE ACCIDENT.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S INADEQUATE AIRCRAFT PREFLIGHT. A FACTOR WAS THE PILOT'S LACK OF FLIGHT EXPERIENCE.

Findings

Occurrence #1: LOSS OF ENGINE POWER(PARTIAL) - NONMECHANICAL
Phase of Operation: CLIMB

Findings

1. (C) AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
 2. (F) LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
 3. LUBRICATING SYSTEM,OIL FILLER CAP - OPEN
 4. POWERPLANT - SMOKE
-

Occurrence #2: FORCED LANDING
Phase of Operation: DESCENT - EMERGENCY

Occurrence #3: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: LANDING

Findings

5. OBJECT - TREE(S)

Factual Information

Pilot Information

Certificate:	Private	Age:	20, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Rear
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	August 8, 1991
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	85 hours (Total, all aircraft), 34 hours (Total, this make and model), 40 hours (Pilot In Command, all aircraft), 72 hours (Last 90 days, all aircraft), 25 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N70548
Model/Series:	J3C-65 J3C-65	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	17557
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	September 13, 1991 100 hour	Certified Max Gross Wt.:	1200 lbs
Time Since Last Inspection:	26 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	3903 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	C-90
Registered Owner:	RICHARD J. BOUEY	Rated Power:	90 Horsepower
Operator:	RICHARD J. BOUEY	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:	Unknown	Visibility	20 miles
Lowest Ceiling:	Unknown	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	18°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	GRANVILLE , NY (B01)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	14:45 Local	Type of Airspace:	Class G

Airport Information

Airport:		Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		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:	

Administrative Information

Investigator In Charge (IIC):	Yurman, Alan
Additional Participating Persons:	DON JOCKETT; PORTLAND , ME
Original Publish Date:	March 31, 1993
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=37100

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](#).