



# Aviation Investigation Final Report

<b>Location:</b>	WINTER HAVEN, Florida	<b>Accident Number:</b>	MIA96LA077
<b>Date &amp; Time:</b>	February 9, 1996, 11:30 Local	<b>Registration:</b>	N6666H
<b>Aircraft:</b>	PIPER J-3C-65	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Instructional		

## Analysis

The pilot reported that he landed on runway 22 with a quartering left crosswind at 15 gusting 20 knots. He elected to go around after touching down. However, during the go-around, the aircraft banked to the right, and the right wing contacted the ground. The aircraft then yawed to the right and came to rest off the right side of the runway.

## 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 control of the aircraft after initiating a go-around, which resulted in the right wing contacting the ground. The unfavorable wind condition was a related factor.

## Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER  
Phase of Operation: GO-AROUND (VFR)

### Findings

1. (F) WEATHER CONDITION - CROSSWIND
  2. (F) WEATHER CONDITION - GUSTS
  3. (C) AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND
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Occurrence #2: DRAGGED WING, ROTOR, POD, FLOAT OR TAIL/SKID  
Phase of Operation: GO-AROUND (VFR)



## Factual Information

On February 9, 1996, about 1130 eastern standard time, a Piper J-3, N6666H, registered to Browns Seaplane Base Inc., crashed while landing at the Winter Haven Municipal Airport, Winter Haven, Florida, while on a 14 CFR Part 91 instructional flight. Visual meteorological conditions prevailed at the time and no flight plan was filed. The commercial-rated pilot was not injured and the airplane was substantially damaged. The flight originated from Winter Haven, the same day, about 1100.

The pilot stated that he planned to make a wheel landing. The aircraft touched down at a slow airspeed and he initiated a go-around. The aircraft's right wing dipped and contacted the ground. The aircraft turned to the right, 270 degrees from runway heading, and came to rest off the right side of the runway.

### Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	25, Male
<b>Airplane Rating(s):</b>	Single-engine land; Single-engine sea; Multi-engine land	<b>Seat Occupied:</b>	Rear
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 1 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	March 6, 1995
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	280 hours (Total, all aircraft), 6 hours (Total, this make and model), 119 hours (Pilot In Command, all aircraft), 16 hours (Last 90 days, all aircraft), 16 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	PIPER	<b>Registration:</b>	N6666H
<b>Model/Series:</b>	J-3C-65 J-3C-65	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal; Utility	<b>Serial Number:</b>	19871
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	January 22, 1996 100 hour	<b>Certified Max Gross Wt.:</b>	1220 lbs
<b>Time Since Last Inspection:</b>	5 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	3033 Hrs	<b>Engine Manufacturer:</b>	CONTINENTAL
<b>ELT:</b>	Installed, activated, did not aid in locating accident	<b>Engine Model/Series:</b>	C65
<b>Registered Owner:</b>	BROWNS SEAPLANE BASE INC.	<b>Rated Power:</b>	75 Horsepower
<b>Operator:</b>		<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>	LAL ,125 ft msl	<b>Distance from Accident Site:</b>	15 Nautical Miles
<b>Observation Time:</b>	11:51 Local	<b>Direction from Accident Site:</b>	255°
<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>	8 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	240°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30 inches Hg	<b>Temperature/Dew Point:</b>	23°C / 9°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	(GIF )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>		<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	11:00 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	WINTER HAVEN GILBERT GIF	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	146 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	22	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	5006 ft / 100 ft	<b>VFR Approach/Landing:</b>	Full stop;Traffic pattern

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 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>	1 None	<b>Latitude, Longitude:</b>	27.969591,-81.94091 (est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Kennedy, Jeffrey
<b>Additional Participating Persons:</b>	ERNEST W WILSON; ORLANDO , FL
<b>Original Publish Date:</b>	May 9, 1996
<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=37980">https://data.ntsb.gov/Docket?ProjectID=37980</a>

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