



Aviation Investigation Final Report

Location:	WESTERLY, Rhode Island	Accident Number:	NYC96LA043
Date & Time:	December 26, 1995, 15:30 Local	Registration:	N28148
Aircraft:	Piper J3F	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported he landed on runway 32, rolled out to the intersection of runway 7/25, and made a left turn onto a taxiway. He reported that as he entered the taxiway, 'the wind caught the right wing, lifting the wing into the air.' The pilot reported he corrected the situation and put the airplane back on the ground. According to him, another gust of wind caught the tail and flipped the airplane over onto its back. The reported wind condition was 320 degrees at 15 knots with gusts to 20 knots. The pilot reported the accident could have been prevented by more accurately anticipating the wind gust factor as well as the required control input to compensate for constantly changing factors.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the pilot's inadequate compensation for the wind condition, which subsequently resulted in the aircraft nosing over. The gusty crosswind condition was a related factor.

Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: TAXI - FROM LANDING

Findings

1. (F) WEATHER CONDITION - CROSSWIND
2. (F) WEATHER CONDITION - GUSTS

3. (C) COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND

Occurrence #2: NOSE OVER
Phase of Operation: LANDING - ROLL

Factual Information

On December 26, 1995, about 1530 eastern standard time, a Piper J-3, N28148, nosed over while taxiing to the ramp at the Westerly State Airport, Westerly, Rhode Island. The airplane was substantially damaged, and the commercial pilot was not injured. Visual meteorological conditions prevailed, and no flight plan had been filed. The local personal flight was being conducted under 14 CFR Part 91.

According to the pilot's statement on the NTSB Form 6120.1/2:

...I approached the entrance to the taxiway a strong gust of wind picked up the right wing and simultaneously started turning the tail of the aircraft to the left. I immediately tried to correct the condition by applying aileron, adding some power for more positive rudder control and applying left rudder. While the tail responded to control input and began to move to the right, realigning the nose with the entrance of the taxiway, the right wing continued at a high attitude, not responding to control surface input...the radius of the intended turn had increased, and the intended direction and speed of the aircraft had changed...the aircraft left the hard surface and struck the ice and snow...upon striking the ice...the aircraft's throttle was inadvertently pushed forward due to the sudden impact, became airborne for a few feet and settled, with wings level, into 6 to 8 inches of packed snow...[causing] the aircraft to flip over....

According to the FAA Inspector's statement, the pilot said he landed on runway 32, rolled out to the intersection of runway 7/25 and made a left turn on the taxiway, as he entered the taxiway, "...the wind caught the right wing lifting the wing into the air." The pilot corrected the situation, and put the airplane back on the ground. Another gust of wind caught the tail and flipped the airplane over onto its back.

The FAA Inspector stated:

...that even 15 knot winds were a little high to be flying a J3 Cub...I think when he turned cross wind he did not pay attention to the position of his control surfaces, thus allowing the wind to create lift.

The pilot's total flight time was 1,775 hours, with 63 hours in this make and model airplane, and 1 hour in the last 90 days.

The reported local weather was; clear, visibility 10 miles, Temperature 30 degrees F, winds from 320 degrees, at 10 to 15 knots, gusts to 20 knots.

Pilot Information

Certificate:	Commercial	Age:	58, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Rear
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-w/ waivers/lim	Last FAA Medical Exam:	September 25, 1995
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	1775 hours (Total, all aircraft), 63 hours (Total, this make and model), 1521 hours (Pilot In Command, all aircraft), 8 hours (Last 90 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N28148
Model/Series:	J3F J3F	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	4615
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	May 15, 1995 Annual	Certified Max Gross Wt.:	1220 lbs
Time Since Last Inspection:	38 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	3050 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	C-85-8F
Registered Owner:	CUB CLUB INC	Rated Power:	85 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:	15 knots / 20 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	320°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	-1°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	(WST)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	15:00 Local	Type of Airspace:	

Airport Information

Airport:	WESTERLY STATE WST	Runway Surface Type:	Asphalt
Airport Elevation:	81 ft msl	Runway Surface Condition:	Dry
Runway Used:	32	IFR Approach:	None
Runway Length/Width:	4000 ft / 150 ft	VFR Approach/Landing:	Full stop

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:	ROBERT S LEE; BEDFORD , MA
Original Publish Date:	May 29, 1996
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=39136

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