



Aviation Investigation Final Report

Location:	CINCINNATI, Ohio	Accident Number:	NYC97LA052
Date & Time:	February 2, 1997, 14:00 Local	Registration:	N30598
Aircraft:	Piper J3C-65	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

The flight instructor and certificated private pilot student were practicing touch-and-go landings as part of a rental check out for the private flying club. The student stated that 'on first touch and go, lost control, plane went sharply to the right when tailwheel touched down. Then applied left rudder [and the airplane] went sharply left hitting runway light and runway marker. [The flight instructor] regained control, and I taxied back to hangar.'

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The flight instructor's inadequate supervision and delayed remedial reaction which resulted in the loss of directional control by the student pilot during the landing roll out.

Findings

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

Findings

1. (C) SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)
 2. (C) REMEDIAL ACTION - DELAYED - PILOT IN COMMAND(CFI)
 3. DIRECTIONAL CONTROL - NOT MAINTAINED - DUAL STUDENT
 4. GROUND LOOP/SWERVE - INADVERTENT
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Occurrence #2: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: LANDING - ROLL

Findings

- 5. OBJECT - AIRPORT SIGN/MARKER
- 6. OBJECT - RUNWAY LIGHT

Factual Information

On February 2, 1997, about 1400 eastern standard time, a Piper J3C-65, N30598, was substantially damaged when it ground looped and collided with airport markings and runway lights during the landing roll on runway 21R at the Cincinnati Municipal-Lunken Field (LUK), Cincinnati, Ohio. The certificated flight instructor (CFI) and certificated private pilot were not injured. Visual meteorological conditions prevailed for the local flight that departed Cincinnati. There was no flight plan for the instructional flight conducted under 14 CFR Part 91.

In the NTSB form 6120.1/2 submitted by the private pilot, he stated the following:

"Had to take a check ride, with CFI. . .for insurance purpose, in order to act as PIC [pilot in command] of J-3 Cub [N30598] (need a sign off) we are in partnership on."

"On first touch and go, lost control, plane went sharply to the right when tailwheel touched down. Then applied left rudder [and the airplane] went sharply left hitting runway light and runway marker. [The flight instructor] regained control, and I taxied back to hangar."

In the NTSB form 6120.1/2 submitted by the CFI, he reported that this was a recreational flight and that he was a passenger. He further reported that the private pilot was acting as the pilot in command.

According to the LUK air traffic control tower communication transcript, when a pilot of the accident airplane radioed for clearance to taxi, there was also a request to practice touch and go landings.

In a statement submitted by another club member for the accident airplane, he stated that he did not have a copy of the "operating agreement and by-laws" for the accident airplane; however, he did have a copy for another club airplane which stated:

"Section 3: CHECK OUT

No member may act as pilot in command or second in command unless he has received a satisfactory checkout by an LLC [Limited Liability Company] CFII."

The statement included an excerpt from Article 4.2 of the operating agreement and by-laws that stated:

"Presently [the accident CFI] is the only CFII member. He, or any future CFII member who takes his place, shall provide up to 2 free hours of dual instruction. . ."

The other club member also stated that according to the accident CFI, the operating agreement and by-laws had the same layout for all the different airplanes flown by a LLC member.

Both pilot's submitted a copy of the operating agreement and by-laws for the accident airplane. The CFI's copy did not include the check out section, nor was the original copy provided.

The wreckage was examined by a Federal Aviation Administration Inspector. During the examination, there was no evidence of mechanical malfunctions with the airplane, nor did either pilot report any.

Pilot Information

Certificate:	Airline transport; Commercial	Age:	46, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Rear
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane single-engine; Instrument airplane	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	February 2, 1997
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	4500 hours (Total, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N30598
Model/Series:	J3C-65 J3C-65	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	4965
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	September 12, 1996 Annual	Certified Max Gross Wt.:	1215 lbs
Time Since Last Inspection:	20 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	550 Hrs	Engine Manufacturer:	Continental
ELT:		Engine Model/Series:	C65
Registered Owner:	CLIFFORD L RYDELL (PARTNER)	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:	LUK ,484 ft msl	Distance from Accident Site:	
Observation Time:	12:45 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Unknown	Visibility	8 miles
Lowest Ceiling:	Overcast / 8000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	50°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	8°C / 2°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	(LUK)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	12:00 Local	Type of Airspace:	Class D

Airport Information

Airport:	CINCINNATI MUNICIPAL LUK	Runway Surface Type:	Asphalt
Airport Elevation:	484 ft msl	Runway Surface Condition:	Dry
Runway Used:	21R	IFR Approach:	None
Runway Length/Width:	3802 ft / 100 ft	VFR Approach/Landing:	Full stop

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	Kukla, Randi-jean
Additional Participating Persons:	PETER J DOELGER; CINCINNATI , OH
Original Publish Date:	April 10, 1998
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=39326

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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](#).