



Aviation Investigation Final Report

Location:	SOLDOTNA, Alaska	Accident Number:	ANC83FA125
Date & Time:	July 15, 1983, 21:00 Local	Registration:	N88327
Aircraft:	PIPER J-3	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE ACFT NOSED OVER IN SOFT DIRT DURING A FORCED LANDING AFTER AN ENGINE FAILURE. THIS ENGINE HAD JUST BEEN OVERHAULED AND WAS ON ITS FIRST FLIGHT. THE ENGINE QUIT AT 1200 FT, DURING TAKEOFF CLIMB. THE PROP STOPPED ROTATING AND ASSUMED A HORIZONTAL POSITION. IT WAS FOUND DURING ENGINE TEARDOWN THAT THE ENGINE HAD AN OUT OF ROUND CYLINDER. THE BOTTOM OF #1 CYLINDER WAS SCORED IN A MANNER THAT COINCIDED WITH SCORING ON THE PISTON SKIRT.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

Findings

Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - MECH FAILURE/MALF
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. (C) ENGINE ASSEMBLY,PISTON - MOVEMENT RESTRICTED
2. (C) MAINTENANCE,MAJOR REPAIR - IMPROPER - OTHER MAINTENANCE PERSONNEL

Occurrence #2: FORCED LANDING
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Occurrence #3: NOSE OVER
Phase of Operation: LANDING - ROLL

Findings
3. (F) TERRAIN CONDITION - SOFT

Factual Information

Pilot Information

Certificate:	Private	Age:	39, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Front
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	June 16, 1982
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	380 hours (Total, all aircraft), 1 hours (Total, this make and model), 300 hours (Pilot In Command, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N88327
Model/Series:	J-3 J-3	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	15945
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	October 25, 1982 Annual	Certified Max Gross Wt.:	1220 lbs
Time Since Last Inspection:	27 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	3414 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	C-85-12
Registered Owner:	RICHARD G. REIERSON	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:	Dusk
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	60 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	270°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	13°C / 4°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:	ANCHORAGE , AK (ANC)	Type of Clearance:	None
Departure Time:	21:00 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:	60.32043,-150.790878(est)

Administrative Information

Investigator In Charge (IIC): Lagger, Alvin

Additional Participating Persons:

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=4039>

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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](#).