



Aviation Investigation Final Report

Location:	MAPLETON, Utah	Accident Number:	SEA96LA202
Date & Time:	August 24, 1996, 19:30 Local	Registration:	N7127P
Aircraft:	Piper J3C-65	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot had departed the Provo airport for a flight to a cow pasture. During a flare to land at the cow pasture, the pilot stalled the aircraft about ten feet above the ground. Subsequently, the aircraft landed hard on the right main gear and was substantially damaged.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the pilot's improper flare, which resulted in a hard landing.

Findings

Occurrence #1: HARD LANDING
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

1. (C) FLARE - IMPROPER - PILOT IN COMMAND

Factual Information

On August 24, 1996, about 1930 mountain daylight time, a Piper J3C-65, N7127P, collided with terrain during an off airport landing in a pasture. The airplane, registered to the pilot, sustained substantial damage. The certificated private pilot was not injured. Visual meteorological conditions prevailed.

The pilot reported that he was intending to land in a pasture when he stalled about ten feet above the ground and landed hard on the right main gear.

Pilot Information

Certificate:	Private	Age:	51, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Rear
Other Aircraft Rating(s):	Glider	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	May 7, 1996
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	1000 hours (Total, all aircraft), 150 hours (Total, this make and model), 920 hours (Pilot In Command, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N7127P
Model/Series:	J3C-65 J3C-65	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	3398058
Landing Gear Type:	Tailwheel	Seats:	1
Date/Type of Last Inspection:	October 28, 1995 Annual	Certified Max Gross Wt.:	1100 lbs
Time Since Last Inspection:	44 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	2565 Hrs	Engine Manufacturer:	Continental
ELT:	Installed, not activated	Engine Model/Series:	C85-12F
Registered Owner:	BRIDGE, RODNEY J.	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	50 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	28°C / 3°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	PROVO , UT (PVU)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	07:00 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:	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:	40.120319,-111.569534(est)

Administrative Information

Investigator In Charge (IIC):	Mcguire, Robert
Additional Participating Persons:	TOM DUFRESNE; SALT LAKE CITY , UT
Original Publish Date:	February 28, 1997
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=42454

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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](#).