



# Aviation Investigation Final Report

<b>Location:</b>	WAYNESVILLE, Ohio	<b>Accident Number:</b>	IAD99LA007
<b>Date &amp; Time:</b>	October 10, 1998, 17:11 Local	<b>Registration:</b>	N70968
<b>Aircraft:</b>	Piper J3C-65	<b>Aircraft Damage:</b>	Destroyed
<b>Defining Event:</b>		<b>Injuries:</b>	2 Serious
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

The private pilot and passenger departed the airport on a local pleasure flight toward an area where a gathering of 70 people were at a picnic outing. The airplane was observed flying low and slow approximately 100 yards in front of the picnic attendees. The airplane was then observed to pitch up, sharply roll to the right, enter a descending right hand turn, and collided with terrain in a nose down attitude. The pilot reported there were no mechanical malfunctions with the airplane and that he inadvertently stalled the airplane in a climb. He reported a total of 166 flight hours with 6 total hours in make and model.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to maintain adequate airspeed which resulted in an inadvertent stall.

### Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT

Phase of Operation: MANEUVERING

#### Findings

1. (C) AIRSPEED(VS) - INADEQUATE - PILOT IN COMMAND
2. (C) STALL - INADVERTENT - PILOT IN COMMAND

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Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: DESCENT - UNCONTROLLED

## Factual Information

On October 10, 1998, about 1711 eastern daylight time, a Piper J3C-65, N70968, was destroyed after impacting terrain while maneuvering near Waynesville, Ohio. The certificated private pilot and passenger were seriously injured. Visual meteorological conditions prevailed and no flight plan was filed for the personal flight conducted under 14 CFR Part 91. The flight originated at Waynesville Airport (401), about 1650.

According to the Federal Aviation Administration (FAA) Aviation Safety Inspector's written report, the airplane was observed flying low and slow over a lake and 100 yards in front of an outing where 70 people had gathered. Eye witnesses observed the airplane pitch up, sharply roll to the right and enter a descending right hand turn. The airplane impacted the ground in a nose down attitude 100 yards to the northeast of the gathering. No ground injuries or property damage was reported. According to witnesses, the engine sounded as if it was operating normally prior to impact.

In a written statement the pilot reported the following:

"[This was a] recreational flight to take pictures of [a] friend's farm and picnic outing - though I do not recall [the] last part of flight prior to [the] accident, I apparently stalled in [the] climb and collided with [the] ground. I consider this a pilot error for which I am profoundly sorry."

The pilot reported no mechanical malfunctions with the airplane. He reported a total of 166 flight hours with 6 in make and model.

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	59, Male
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Rear
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Invalid Medical for flight	<b>Last FAA Medical Exam:</b>	January 25, 1996
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	166 hours (Total, all aircraft), 6 hours (Total, this make and model)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Piper	<b>Registration:</b>	N70968
<b>Model/Series:</b>	J3C-65 J3C-65	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	17993
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	Unknown	<b>Certified Max Gross Wt.:</b>	1220 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	Continental
<b>ELT:</b>		<b>Engine Model/Series:</b>	A&C 65 SERIES
<b>Registered Owner:</b>	STEWART AIR SERVICE	<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>	ILN ,850 ft msl	<b>Distance from Accident Site:</b>	21 Nautical Miles
<b>Observation Time:</b>	16:54 Local	<b>Direction from Accident Site:</b>	93°
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	/	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	0°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30 inches Hg	<b>Temperature/Dew Point:</b>	20°C / 7°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	, OH (401 )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>		<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	16:50 Local	<b>Type of Airspace:</b>	Class E

## Airport Information

<b>Airport:</b>		<b>Runway Surface Type:</b>	
<b>Airport Elevation:</b>	850 ft msl	<b>Runway Surface Condition:</b>	
<b>Runway Used:</b>	0	<b>IFR Approach:</b>	
<b>Runway Length/Width:</b>		<b>VFR Approach/Landing:</b>	

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Serious	<b>Aircraft Damage:</b>	Destroyed
<b>Passenger Injuries:</b>	1 Serious	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	2 Serious	<b>Latitude, Longitude:</b>	39.530876,-84.080131(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Cain, Jim
<b>Additional Participating Persons:</b>	JIM FRANKLIN; CINNCINATI , OH
<b>Original Publish Date:</b>	June 23, 2000
<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=44164">https://data.ntsb.gov/Docket?ProjectID=44164</a>

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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](#).