



Aviation Investigation Final Report

Location:	FREDERICK, Maryland	Accident Number:	NYC99LA191
Date & Time:	August 1, 1999, 14:40 Local	Registration:	N70894
Aircraft:	Piper J3C-65	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot obtained a standard weather briefing, and then filed a flight plan. He then received a weather update from flight service approximately 5 minutes before executing the flight. During the update, the briefer indicated that scattered thunderstorms in the Hagerstown area were moving east towards Frederick. The pilot calculated that he would arrive at his destination prior to the thunderstorms, so he departed. While approaching his destination, the pilot noticed the sky to the north of his position was 'very dark.' He also experienced an increase in turbulence. The pilot checked weather with Frederick UNICOM, and was advised the winds were 4 knots. With the approaching thunderstorms, the pilot expedited his turn from base to final, and executed a 'normal' landing. As the airplane rolled out it became airborne and started to drift to the right. The airplane touched down, exited the runway, and the landing gear collapsed when it struck a sign. The pilot shut off both magnetos, secured the throttle, and exited the airplane. The pilot stated, 'I think I encountered a gust and simply lost control.'

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 directional control. Contributing factors were gusty wind conditions and the sign.

Findings

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

Findings

1. (F) WEATHER CONDITION - GUSTS
2. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2: ON GROUND/WATER COLLISION WITH OBJECT

Phase of Operation: LANDING - ROLL

Findings

3. (F) OBJECT - AIRPORT SIGN/MARKER

Factual Information

On August 1, 1999, at 1440 eastern daylight time, a Piper J3C-65, N70894, was substantially damaged during landing, when it departed the right side of runway 23 at Frederick Municipal Airport, Frederick, Maryland. The certificated commercial pilot was not injured. Visual meteorological conditions prevailed for the personal flight that originated from Haysfield Airport, Clarksville, Maryland. A visual flight rules flight plan was filed, and the flight was conducted under 14 CFR Part 91.

According to the Pilot/Operator Aircraft Accident Report Form, the pilot obtained a standard weather briefing, and then filed a flight plan. He then received a weather update from flight service approximately 5 minutes before executing the flight. During the update, the briefer indicated that scattered thunderstorms in the Hagerstown, Maryland area were moving east towards Frederick. The pilot calculated that he would arrive at his destination prior to the thunderstorms, so he departed Haysfield. While approaching his destination, the pilot noticed the sky to the north of his position was "very dark." He also experienced an increase in turbulence. The pilot checked weather with Frederick UNICOM, and was advised the winds were 4 knots.

With the approaching thunderstorms, the pilot expedited his turn from base to final for runway 23. He then executed a "normal" landing. As the airplane was rolling out it became airborne and started to drift to the right. The airplane touched down, exited the runway, and the landing gear collapsed when it struck a sign. The pilot shut off both magnetos, secured the throttle, and exited the airplane.

The pilot added, "I think I encountered a gust and simply lost control."

Pilot Information

Certificate:	Commercial	Age:	48, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Rear
Other Aircraft Rating(s):	Glider; Helicopter	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	May 5, 1999
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	869 hours (Total, all aircraft), 46 hours (Total, this make and model), 711 hours (Pilot In Command, all aircraft), 16 hours (Last 90 days, all aircraft), 4 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N70894
Model/Series:	J3C-65 J3C-65	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	17919
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	June 3, 1999 100 hour	Certified Max Gross Wt.:	1150 lbs
Time Since Last Inspection:	74 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	3301 Hrs	Engine Manufacturer:	Continental
ELT:	Installed, not activated	Engine Model/Series:	A-65
Registered Owner:	J D KREIS AVIATION INC	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:	HGR ,735 ft msl	Distance from Accident Site:	28 Nautical Miles
Observation Time:	14:53 Local	Direction from Accident Site:	317°
Lowest Cloud Condition:	Scattered / 2500 ft AGL	Visibility	4 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	310°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	24°C / 23°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	CLARKSVILLE , MD (MD24)	Type of Flight Plan Filed:	VFR
Destination:	(FDK)	Type of Clearance:	None
Departure Time:	14:00 Local	Type of Airspace:	Class G

Airport Information

Airport:	FREDERICK MUNICIPAL FDK	Runway Surface Type:	Asphalt
Airport Elevation:	304 ft msl	Runway Surface Condition:	Dry
Runway Used:	23	IFR Approach:	None
Runway Length/Width:	5220 ft / 100 ft	VFR Approach/Landing:	Stop and go;Traffic pattern

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:	39.420894,-77.409652(est)

Administrative Information

Investigator In Charge (IIC):	Muzio, David
Additional Participating Persons:	RAY STINCHCOMB; BALTIMORE , MD
Original Publish Date:	April 18, 2001
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=47094

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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](#).