



Aviation Investigation Final Report

Location:	WAYNESBURG, Pennsylvania	Accident Number:	NYC00LA110
Date & Time:	March 26, 2000, 12:00 Local	Registration:	N88340
Aircraft:	Piper J3C-65	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

After landing, the private pilot receiving a flight review was attempting to turn the airplane 180 degrees to the left for another takeoff to the west. As the airplane passed though 110 degrees of the turn, the airplane turned upside down before the flight instructor could correct. The winds reported at an airport located about 10 miles to the southeast of the accident site were from 270 degrees at 10 knots, gusts to 19 knots.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The private pilot's inadequate compensation for wind conditions and the flight instructor's delay in remedial action. A factor in the accident was the gusting wind conditions.

Findings

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

Findings

1. (F) WEATHER CONDITION - GUSTS
 2. (C) COMPENSATION FOR WIND CONDITIONS - INADEQUATE - COPILOT/SECOND PILOT
 3. (C) REMEDIAL ACTION - DELAYED - PILOT IN COMMAND(CFI)
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Occurrence #2: NOSE OVER
Phase of Operation: TAXI

Factual Information

On March 26, 2000, about 1200 Eastern Standard Time, a Piper J3C-65, N88340, was substantially damaged while taxiing at the Green County Airport, Waynesburg, Pennsylvania. The certificated flight instructor (CFI) and the certificated private pilot were not injured. Visual meteorological conditions prevailed and no flight plan was filed for the local instructional flight conducted under 14 CFR Part 91.

According to a Federal Aviation Administration inspector, the CFI stated that he was conducting a flight review with the private pilot. After landing on the grass area adjacent to Runway 27, the airplane was turned by the private pilot to reverse direction. While in the turn, the tail of the airplane began to rise. The private pilot then used the wrong control inputs for the crosswind and before the CFI could correct, the airplane nosed over.

According to the private pilot, he was attempting to turn the airplane 180 degrees to the left after landing for another takeoff. As the airplane passed through 110 degrees of the turn, the airplane turned upside down.

The winds reported at an airport located about 10 miles to the southeast of the accident site, at 1153, were from 270 degrees at 10 knots, gusts to 19 knots.

Pilot Information

Certificate:	Airline transport; Flight instructor	Age:	62, Male
Airplane Rating(s):	Single-engine land; Single-engine sea; 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 multi-engine; Airplane single-engine	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	March 15, 2000
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	21764 hours (Total, all aircraft), 2000 hours (Total, this make and model), 15000 hours (Pilot In Command, all aircraft), 150 hours (Last 90 days, all aircraft), 50 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N88340
Model/Series:	J3C-65 J3C-65	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	15958
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	February 15, 2000 100 hour	Certified Max Gross Wt.:	1250 lbs
Time Since Last Inspection:	35 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	7677 Hrs	Engine Manufacturer:	Continental
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	C-85
Registered Owner:	JOHN R. LOVINGOOD	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:	MGW ,1248 ft msl	Distance from Accident Site:	19 Nautical Miles
Observation Time:	11:53 Local	Direction from Accident Site:	155°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	13 knots / 19 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	270°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	13°C / -6°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	(WAY)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	11:45 Local	Type of Airspace:	Class G

Airport Information

Airport:	GREEN COUNTY AIRPORT WAY	Runway Surface Type:	Grass/turf
Airport Elevation:	1065 ft msl	Runway Surface Condition:	Dry
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Full stop;Traffic pattern

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:	39.88948,-80.180084(est)

Administrative Information

Investigator In Charge (IIC):	Demko, Stephen
Additional Participating Persons:	JEFFERY D HALLIDAY; ALLEGHNEY , PA
Original Publish Date:	April 19, 2001
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=48902

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