



Aviation Investigation Final Report

Location:	NEW SMYRNA BCH., Florida	Accident Number:	MIA00LA230
Date & Time:	August 3, 2000, 15:15 Local	Registration:	N2143M
Aircraft:	Piper J3C-65	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Other work use		

Analysis

According to a witness, an FAA inspector, '...the pilot lost directional control during landing roll out resulting in taking out a runway light and a ground loop. The landing runway was 18, and the wind was out of the east estimated at 10 knots.' The pilot reported that he had a total of 219.3 flight hours in all aircraft, and 7.7 total flight hours in this 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 control of the airplane during the landing roll. Factors in this accident were; a crosswind, and the pilot lack of experience in this kind of aircraft.

Findings

Occurrence #1: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: LANDING - ROLL

Findings

1. (F) WEATHER CONDITION - CROSSWIND
2. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
3. (F) LACK OF TOTAL EXPERIENCE IN KIND OF AIRCRAFT - PILOT IN COMMAND
4. OBJECT - RUNWAY LIGHT

Factual Information

On August 3, 2000, about 1515 eastern daylight time, a Piper J3C-65, N2143M, registered to Aerial Sign Co. Inc., impacted with a runway light while landing at Massey Ranch Airpark, New Smyrna Beach Florida. Visual meteorological conditions prevailed at the time, and no flight plan was filed for the 14 CFR Part 91 banner towing business flight. The airplane was substantially damaged. The commercial-rated pilot reported no injuries. The flight had departed from the same airport at 1330.

A witness to the accident, an FAA inspector, who was at the airport at the time of the accident, he said the airplane landed in a direct crosswind, struck a runway light, ground looped, and ended up on one of the airplane's wings.

According to the FAA's report, "...the pilot lost directional control during landing roll out resulting in taking out a runway light and a ground loop. The landing runway was 18, and the wind was out of the east estimated at 10 knots."

The pilot reported that he had a total of 219.3 flight hours in all aircraft, and 7.7 total flight hours in this make and model.

Pilot Information

Certificate:	Commercial	Age:	20, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Front
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	July 20, 2000
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	219 hours (Total, all aircraft), 8 hours (Total, this make and model), 182 hours (Pilot In Command, all aircraft), 18 hours (Last 90 days, all aircraft), 7 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N2143M
Model/Series:	J3C-65 J3C-65	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	20928
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	July 4, 2000 Annual	Certified Max Gross Wt.:	1300 lbs
Time Since Last Inspection:	39 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	5377 Hrs	Engine Manufacturer:	Lycoming
ELT:	Not installed	Engine Model/Series:	O-320
Registered Owner:	AERIAL SIGN CO. INC.	Rated Power:	150 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:	DAB ,34 ft msl	Distance from Accident Site:	10 Nautical Miles
Observation Time:	14:53 Local	Direction from Accident Site:	350°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	90°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	31°C / 23°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	(X50)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	13:30 Local	Type of Airspace:	

Airport Information

Airport:	MASSEY RANCH AIRPARK X50	Runway Surface Type:	Asphalt
Airport Elevation:	12 ft msl	Runway Surface Condition:	Dry
Runway Used:	18	IFR Approach:	None
Runway Length/Width:	3845 ft / 60 ft	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:	29.019645,-80.919723(est)

Administrative Information

Investigator In Charge (IIC):	Yurman, Alan
Additional Participating Persons:	GEORGE LITTLEFIELD; ORLANDO , FL
Original Publish Date:	July 2, 2001
Last Revision Date:	
Investigation Class:	Class
Note:	The NTSB traveled to the scene of this accident.
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=49892

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](#).