



Aviation Investigation Final Report

Location:	McConnelsville, Ohio	Accident Number:	NYC02LA127
Date & Time:	June 30, 2002, 11:00 Local	Registration:	N35545
Aircraft:	Piper J3C-65	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

While landing, the airplane began to drift right, and the pilot applied an excessive amount of left rudder input. The pilot then applied the brakes, but the airplane departed the left side of the runway and struck uneven terrain. The pilot reported a total flight experience of 57 hours; of which, 3 hours were in the same make and model as the accident airplane. The pilot had not flown for 1 year, and then flew about 3 hours within the 24-hour period preceding the accident.

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 aircraft control while landing. A factor was the pilot's lack of experience.

Findings

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

Findings

1. (C) AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. (F) LACK OF EXPERIENCE - PILOT IN COMMAND

Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER

Phase of Operation: LANDING - ROLL

Findings

3. TERRAIN CONDITION - ROUGH/UNEVEN

Factual Information

On June 30, 2002, about 1100 eastern daylight time, a Piper J3C-65, N35545, was substantially damaged while landing at Morgan County Airport (I71), McConnelsville, Ohio. The certificated private pilot was not injured. Visual meteorological conditions prevailed and no flight plan was filed for the personal flight conducted under 14 CFR Part 91. The local flight departed I71 about 1050.

The pilot reported that he was attempting a touch-and-go on runway 30. After touchdown, the airplane started drifting to the right, and he corrected with "too much" left rudder pedal input. The pilot also applied light braking. The airplane then started a left turn, and the pilot was unable to correct the turn. He then applied more braking, but the airplane traveled off the left side of the runway. It struck a runway light, traveled over rough terrain, and came to rest inverted.

Examination of the wreckage by a Federal Aviation Administration (FAA) inspector revealed damage to the center wing spar. The examination did not reveal any pre-impact mechanical malfunctions, nor did the pilot report any.

The pilot reported a total flight experience of 57 hours; of which, 3 hours were in the same make and model as the accident airplane. The pilot added that he had not flown during the previous year, except for 2 hours the day prior to the accident, and 1 hour on the day of the accident.

The reported wind at an airport approximately 17 miles away, at 1053, was from 180 degrees at 3 knots.

Pilot Information

Certificate:	Private	Age:	46, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Rear
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	June 16, 2000
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	June 27, 2000
Flight Time:	57 hours (Total, all aircraft), 3 hours (Total, this make and model), 3 hours (Last 90 days, all aircraft), 3 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N35545
Model/Series:	J3C-65	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	6450
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	1250 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Continental
ELT:	Installed, not activated	Engine Model/Series:	C-85
Registered Owner:	Gregory J. Griffin	Rated Power:	85 Horsepower
Operator:		Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	ZZV,900 ft msl	Distance from Accident Site:	17 Nautical Miles
Observation Time:	10:53 Local	Direction from Accident Site:	350°
Lowest Cloud Condition:	Clear	Visibility	4 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	3 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	180°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.23 inches Hg	Temperature/Dew Point:	26°C / 20°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	McConnelsville, OH (I71)	Type of Flight Plan Filed:	None
Destination:	(I71)	Type of Clearance:	None
Departure Time:	10:55 Local	Type of Airspace:	Class G

Airport Information

Airport:	Morgan County Airport I71	Runway Surface Type:	Asphalt
Airport Elevation:	1000 ft msl	Runway Surface Condition:	Dry
Runway Used:	30	IFR Approach:	None
Runway Length/Width:	3500 ft / 35 ft	VFR Approach/Landing:	Touch 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:	39.654167,-81.803054

Administrative Information

Investigator In Charge (IIC):	GRETZ, ROBERT
Additional Participating Persons:	Mark Hardin; FAA FSDO-07; Columbus, OH
Original Publish Date:	April 8, 2003
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=55093

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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](#).