



Aviation Investigation Final Report

Location:	Andover, New Jersey	Accident Number:	NYC02LA133
Date & Time:	July 7, 2002, 09:50 Local	Registration:	N9264
Aircraft:	Piper J3-C65	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Serious, 1 Minor
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

The private pilot was receiving training for tailwheel endorsement. Near the end of the flight, and after completing a landing, the private pilot climbed the airplane to 600 feet and turned crosswind. At 700 feet, the flight instructor reduced power to simulate an engine failure. The private pilot "kept pulling the nose up," and the flight instructor told him three times to "keep the nose down." The private pilot turned the airplane 90 degrees, towards the airstrip. He let the airplane "get too slow and low," and the flight instructor took control. As he did so, the airplane stalled and entered a right spin. The flight instructor recovered from the spin about 30 feet above the ground, added power, and saw trees ahead. He turned the airplane steeply to avoid the trees, and during the rollout from the steep turn, the airplane's left wing impacted the ground.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The flight instructor's delayed remedial action, and the private pilot's failure to maintain airspeed, which resulted in an inadvertent stall/spin.

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: DESCENT

Findings

1. (C) REMEDIAL ACTION - DELAYED - PILOT IN COMMAND(CFI)
2. (C) AIRSPEED - NOT MAINTAINED - DUAL STUDENT
3. STALL/SPIN - INADVERTENT - FLIGHTCREW

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: MANEUVERING

Factual Information

On July 7, 2002, about 0950 eastern daylight time, a Piper J3-C65, N9264, was substantially damaged when it impacted the ground near Trinca Airport (13N), Andover, New Jersey. The certificated flight instructor was seriously injured, and the certificated private pilot received minor injuries. Visual meteorological conditions prevailed at the time. No flight plan had been filed for the local instructional flight, which was conducted under 14 CFR Part 91.

The private pilot was receiving training for a tailwheel endorsement.

According to the flight instructor, after completing a landing, the private pilot climbed the airplane to 600 feet above the ground, and turned crosswind. At 700 feet, the flight instructor reduced power to simulate an engine failure. The private pilot "kept pulling the nose up," and the flight instructor told him three times to "keep the nose down." The private pilot turned the airplane 90 degrees, towards the airstrip. He then let the airplane "get too slow and low," and the flight instructor took control of the airplane. As he did so, the airplane stalled and entered a right spin.

The flight instructor recovered from the spin about 30 feet above the ground, added power, and saw trees ahead. He turned the airplane steeply to avoid trees. However, during the rollout from the steep turn, the airplane's left wing impacted the ground.

The flight instructor further added that the accident occurred near the end of the instructional flight, and that the maneuver was the last one before the final landing. He also noted that the private pilot had successfully completed the maneuver three times during the same flight.

Flight instructor Information

Certificate:	Commercial; Flight instructor	Age:	42, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Front
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane single-engine	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical—no waivers/lim.	Last FAA Medical Exam:	October 11, 2000
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	November 30, 2001
Flight Time:	762 hours (Total, all aircraft), 145 hours (Total, this make and model), 645 hours (Pilot In Command, all aircraft), 120 hours (Last 90 days, all aircraft), 41 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Pilot Information

Certificate:	Private	Age:	54, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Rear
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical—no waivers/lim.	Last FAA Medical Exam:	April 16, 2001
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	236 hours (Total, all aircraft), 11 hours (Total, this make and model), 134 hours (Pilot In Command, all aircraft), 9 hours (Last 90 days, all aircraft), 6 hours (Last 30 days, all aircraft), 1 hour (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N9264
Model/Series:	J3-C65	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	17062
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	April 1, 2002 Annual	Certified Max Gross Wt.:	1220 lbs
Time Since Last Inspection:	80 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	2500 Hrs at time of accident	Engine Manufacturer:	Continental
ELT:	Not installed	Engine Model/Series:	C65
Registered Owner:	Andover Aero, Inc.	Rated Power:	65 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:	MMU,187 ft msl	Distance from Accident Site:	20 Nautical Miles
Observation Time:	10:45 Local	Direction from Accident Site:	140°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	360°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.14 inches Hg	Temperature/Dew Point:	26°C / 14°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Andover, NJ (13N)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	09:00 Local	Type of Airspace:	Class G

Airport Information

Airport:	Trinca 13N	Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	Dry;Vegetation
Runway Used:		IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Unknown

Wreckage and Impact Information

Crew Injuries:	1 Serious, 1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Serious, 1 Minor	Latitude, Longitude:	40.966667,-74.783332

Administrative Information

Investigator In Charge (IIC):	Cox, Paul
Additional Participating Persons:	Gerald Henninger; FAA/FSDO; Allentown, PA
Original Publish Date:	January 16, 2003
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=55149

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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](#).