



# Aviation Investigation Final Report

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<b>Location:</b>	Fredericksburg, Pennsylvania	<b>Accident Number:</b>	NYC05CA104
<b>Date &amp; Time:</b>	June 20, 2005, 15:00 Local	<b>Registration:</b>	N33818
<b>Aircraft:</b>	Piper J3C-65	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

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## Analysis

After landing, the pilot waited about 15 minutes, and then "wanted to see if the Cub would start when hot." He planned on hand propping the airplane, and then performing a short local flight. The pilot stated that "instead of getting help propping the Cub," he put a chock under the wheel, attempted to start the airplane, and proceeded to flood the engine. He then increased the throttle setting, turned the mags off, exited the airplane, and turned the propeller by hand, several times, to clear the engine. He then leaned inside the airplane to turn the mags back on; however, he did not retard the throttle. The airplane "jumped the chock," crossed a field, and impacted a light pole. Federal Aviation Administration publication, Preventing Accidents During Aircraft Ground Operations (FAA-P-8740-20), provided suggestions to aid in increasing the safety factor while hand starting airplanes. The publication stated, in part, "No one should attempt to start an aircraft engine without a qualified person at the cockpit controls. The person turning the propeller should be properly trained in the technique of hand cranking. If you have in mind to try hand propping by yourself - DON'T. If you must hand prop - get qualified help to position the engine controls and switches during the starting procedure. If hand propping can be avoided - DO."

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's improper engine starting procedures, which resulted in the airplane taxiing unoccupied and impacting a light pole.

## Findings

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Occurrence #1: MISCELLANEOUS/OTHER

Phase of Operation: STANDING - STARTING ENGINE(S)

Findings

1. (C) STARTING PROCEDURE - IMPROPER - PILOT IN COMMAND

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Occurrence #2: ON GROUND/WATER COLLISION WITH OBJECT

Phase of Operation: TAXI

Findings

2. OBJECT - POLE

## Factual Information

On June 20, 2005, at 1500 eastern daylight time, a Piper J3C-65, N33818, was substantially damaged after impacting a light pole, while taxiing unoccupied, at the Farmers Pride Airport (9N7), Fredericksburg, Pennsylvania. The certificated airline transport pilot was not injured. Visual meteorological conditions prevailed, and no flight plan was filed for the planned personal flight conducted under 14 CFR Part 91.

According to the pilot, after he landed at 9N7, he waited about 15 minutes, and then "wanted to see if the Cub would start when hot." He planned to hand prop the airplane and then perform a short local flight. The pilot stated that "instead of getting help propping the Cub," he put a chock under the wheel, attempted to start the airplane, and proceeded to flood the engine. He then increased the throttle setting, turned the mags off, exited the airplane, and turned the propeller, by hand, several times, to clear the engine. He leaned inside the airplane to turn the mags back on; however, he did not retard the throttle. The airplane "jumped the chock," crossed a field, and impacted a light pole.

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## Pilot Information

<b>Certificate:</b>	Airline transport; Commercial; Flight instructor	<b>Age:</b>	58, Male
<b>Airplane Rating(s):</b>	Single-engine land; Multi-engine land	<b>Seat Occupied:</b>	
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	Airplane multi-engine; Airplane single-engine; Instrument airplane	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 1 With waivers/limitations	<b>Last FAA Medical Exam:</b>	February 1, 2005
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	April 1, 2004
<b>Flight Time:</b>	24000 hours (Total, all aircraft), 100 hours (Total, this make and model), 21000 hours (Pilot In Command, all aircraft), 150 hours (Last 90 days, all aircraft), 20 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Piper	<b>Registration:</b>	N33818
<b>Model/Series:</b>	J3C-65	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	5988
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	October 1, 2004 Annual	<b>Certified Max Gross Wt.:</b>	1170 lbs
<b>Time Since Last Inspection:</b>	50 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	2500 Hrs at time of accident	<b>Engine Manufacturer:</b>	Continental
<b>ELT:</b>	Not installed	<b>Engine Model/Series:</b>	A&C 65
<b>Registered Owner:</b>	Ronald Snyder	<b>Rated Power:</b>	65 Horsepower
<b>Operator:</b>		<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	MUI,489 ft msl	<b>Distance from Accident Site:</b>	6 Nautical Miles
<b>Observation Time:</b>	16:56 Local	<b>Direction from Accident Site:</b>	270°
<b>Lowest Cloud Condition:</b>	Few / 4000 ft AGL	<b>Visibility</b>	20 miles
<b>Lowest Ceiling:</b>	Broken / 25000 ft AGL	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	3 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>		<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30.21 inches Hg	<b>Temperature/Dew Point:</b>	25°C / 13°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Fredericksburg, PA (9N7)	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>		<b>Type of Clearance:</b>	None
<b>Departure Time:</b>		<b>Type of Airspace:</b>	

## Airport Information

<b>Airport:</b>	Farmers Pride Airport 9N7	<b>Runway Surface Type:</b>	
<b>Airport Elevation:</b>	495 ft msl	<b>Runway Surface Condition:</b>	
<b>Runway Used:</b>		<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>		<b>VFR Approach/Landing:</b>	None

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 None	<b>Latitude, Longitude:</b>	40.442779,-76.44139

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Andrews, Jill
<b>Additional Participating Persons:</b>	David Sakmar; HAR FSDO
<b>Original Publish Date:</b>	October 27, 2005
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	This accident report documents the factual circumstances of this accident as described to the NTSB.
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=61783">https://data.nts.gov/Docket?ProjectID=61783</a>

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](#).