



# Aviation Investigation Final Report

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<b>Location:</b>	Paris, Texas	<b>Accident Number:</b>	DFW06CA126
<b>Date &amp; Time:</b>	May 14, 2006, 16:15 Local	<b>Registration:</b>	N98829
<b>Aircraft:</b>	Piper J3C-65	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 Minor, 1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

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## Analysis

The 325-hour private pilot stated in the Pilot/Operator Aircraft Accident Report (NTSB Form 6120.1), that while in cruise flight at 1,100 feet mean sea level (msl), he noted that the oil pressure had fallen below 20 pounds of pressure as he was returning back to his private strip. The pilot stated that he made the decision to prepare for an emergency landing and initiated a descent into a large wheat field that he deemed was best suited for an off-airport landing. The pilot added that while approaching the wheat field, "my motor started to flutter so I got down to the wheat field and that's when my tires got into the wheat and it flipped us over." Examination of the airplane by an Federal Aviation Administration (FAA) inspector, who responded to the accident site, revealed that the airplane left wing spar was bent, and the engine firewall was displaced. The inspector also noted that there were no wheel marks evident on the ground. The inspector added that the wheels of the tailwheel-equipped airplane were caught in the tall wheat, which caused the airplane to nose over. The reason for the reported loss of engine power could not be determined. At the time of the accident, the weather was reported as wind from 360 degrees at 13 knots, gusting to 17 knots, 10 statute miles visibility, clear skies, with a temperature of 79 degrees Fahrenheit, dew point of 48 degrees Fahrenheit and an altimeter setting of 30.01 inches of Mercury.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The reported loss of engine power for undetermined reasons. A contributing factor was the

lack of suitable terrain available for the forced landing.

## Findings

Occurrence #1: LOSS OF ENGINE POWER

Phase of Operation: CRUISE - NORMAL

Findings

1. (C) REASON FOR OCCURRENCE UNDETERMINED

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Occurrence #2: FORCED LANDING

Phase of Operation: EMERGENCY DESCENT/LANDING

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Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: EMERGENCY LANDING

Findings

2. TERRAIN CONDITION - HIGH VEGETATION

3. (F) TERRAIN CONDITION - NONE SUITABLE

## Factual Information

The 325-hour private pilot stated in the Pilot/Operator Aircraft Accident Report (NTSB Form 6120.1), that while in cruise flight at 1,100 feet mean sea level (msl), he noted that the oil pressure had fallen below 20 pounds of pressure as he was returning back to his private airstrip. The pilot stated that he made the decision to prepare for an emergency landing and initiated a descent into a large wheat field that he deemed was best suited for an off-airport landing. The pilot added that while approaching the wheat field, "my motor started to flutter so I got down to the wheat field and that's when my tires got into the wheat and it flipped us over." Examination of the airplane by an Federal Aviation Administration (FAA) inspector, who responded to the accident site, revealed that the airplane left wing spar was bent, and the engine firewall was displaced. The inspector also noted that there were no wheel marks evident on the ground. The inspector added that the wheels of the tailwheel-equipped airplane were caught in the tall wheat, which caused the airplane to nose over. The reason for the reported loss of engine power could not be determined. At the time of the accident, the weather was reported as wind from 360 degrees at 13 knots, gusting to 17 knots, 10 statute miles visibility, clear skies, with a temperature of 79 degrees Fahrenheit, dew point of 48 degrees Fahrenheit and an altimeter setting of 30.01 inches of Mercury.

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	38, Male
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Rear
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Without waivers/limitations	<b>Last FAA Medical Exam:</b>	May 1, 2005
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	325 hours (Total, all aircraft), 43 hours (Total, this make and model), 282 hours (Pilot In Command, all aircraft), 23 hours (Last 90 days, all aircraft), 14 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>	N98829
<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>	19075
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	May 1, 2005 Annual	<b>Certified Max Gross Wt.:</b>	1220 lbs
<b>Time Since Last Inspection:</b>	23 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	6276.55 Hrs as of last inspection	<b>Engine Manufacturer:</b>	Continental
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	C85-12
<b>Registered Owner:</b>	On file	<b>Rated Power:</b>	85 Horsepower
<b>Operator:</b>	On file	<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>	KPRX,547 ft msl	<b>Distance from Accident Site:</b>	3 Nautical Miles
<b>Observation Time:</b>	16:15 Local	<b>Direction from Accident Site:</b>	170°
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	13 knots / 17 knots	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	360°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30.01 inches Hg	<b>Temperature/Dew Point:</b>	26°C / 9°C
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	Paris, TX	<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>	

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 Minor	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 Minor, 1 None	<b>Latitude, Longitude:</b>	33.638889,-95.462501

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Gamble, William
<b>Additional Participating Persons:</b>	Harry M Steinfeldt; Dallas Flight Standards District Office
<b>Original Publish Date:</b>	August 29, 2006
<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=63679">https://data.nts.gov/Docket?ProjectID=63679</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](#).