



# Aviation Investigation Final Report

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|--------------------------------|--------------------------------------|-------------------------|-------------|
| <b>Location:</b>               | Epping, New Hampshire                | <b>Accident Number:</b> | ERA09CA014  |
| <b>Date &amp; Time:</b>        | October 12, 2008, 12:11 Local        | <b>Registration:</b>    | N23267      |
| <b>Aircraft:</b>               | Piper J3C-50                         | <b>Aircraft Damage:</b> | Substantial |
| <b>Defining Event:</b>         | Loss of engine power (total)         | <b>Injuries:</b>        | 1 Serious   |
| <b>Flight Conducted Under:</b> | Part 91: General aviation - Personal |                         |             |

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## Analysis

The pilot of a Piper J3C-50 stated that after completing a preflight inspection, during startup of the airplane, he noticed that the engine was running rough. He made an attempt to clear up the rough-running engine by conducting high-speed taxis. He then decided to fly it in the traffic pattern as a safety check. During takeoff, at an altitude of 50 feet above the runway, the engine stopped producing power. The pilot turned the airplane in an attempt to return to the private landing strip and stalled into terrain. Examination of the airplane by a Federal Aviation Administration (FAA) inspector revealed dirt and debris in the fuel lines. Further examination of maintenance records revealed that the airplane's most recent annual inspection was completed about 5 years prior to the accident. Additionally, the airplane was operating on automobile gasoline, and there was no supplemental type certificate issued by the FAA for the accident airplane's use of automobile gasoline.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's improper preflight inspection and his decision to fly an unairworthy airplane.

## Findings

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|                         |                                  |
|-------------------------|----------------------------------|
| <b>Personnel issues</b> | Preflight inspection - Pilot     |
| <b>Personnel issues</b> | Decision making/judgment - Pilot |
| <b>Aircraft</b>         | Fuel - Fluid condition           |

## Factual Information

### History of Flight

|                          |   |
|--------------------------|---|
| <b>Initial climb</b>     | Fuel contamination                            |
| <b>Initial climb</b>     | Loss of engine power (total) (Defining event) |
| <b>Emergency descent</b> | Collision with terr/obj (non-CFIT)            |

### Pilot Information

|                                  |   |  |              |
|----------------------------------|---|--|--------------|
| <b>Certificate:</b>              | Private   | <b>Age:</b>                              | Male         |
| <b>Airplane Rating(s):</b>       | Single-engine land  | <b>Seat Occupied:</b>                    | Front        |
| <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<br>waivers/limitations                                  | <b>Last FAA Medical Exam:</b>            | May 31, 2007 |
| <b>Occupational Pilot:</b>       | No  | <b>Last Flight Review or Equivalent:</b> |              |
| <b>Flight Time:</b>              | 480 hours (Total, all aircraft), 200 hours (Total, this make and model) |  |              |

### Aircraft and Owner/Operator Information

|                                      |                          |                                       |                 |
|--------------------------------------|--------------------------|---------------------------------------|-----------------|
| <b>Aircraft Make:</b>                | Piper                    | <b>Registration:</b>                  | N23267          |
| <b>Model/Series:</b>                 | J3C-50                   | <b>Aircraft Category:</b>             | Airplane        |
| <b>Year of Manufacture:</b>          |                          | <b>Amateur Built:</b>                 |                 |
| <b>Airworthiness Certificate:</b>    | Normal                   | <b>Serial Number:</b>                 | 3033            |
| <b>Landing Gear Type:</b>            | Tailwheel                | <b>Seats:</b>                         | 2               |
| <b>Date/Type of Last Inspection:</b> | November 26, 2003 Annual | <b>Certified Max Gross Wt.:</b>       | 1220 lbs        |
| <b>Time Since Last Inspection:</b>   | 4724.6 Hrs               | <b>Engines:</b>                       | 1 Reciprocating |
| <b>Airframe Total Time:</b>          | as of last inspection    | <b>Engine Manufacturer:</b>           | CONT MOTOR      |
| <b>ELT:</b>                          | Not installed            | <b>Engine Model/Series:</b>           | C85 SERIES      |
| <b>Registered Owner:</b>             | Phyllis Harvey           | <b>Rated Power:</b>                   | 85 Horsepower   |
| <b>Operator:</b>                     | Phyllis Harvey           | <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> | PSM,100 ft msl                   | <b>Distance from Accident Site:</b>         | 13 Nautical Miles |
| <b>Observation Time:</b>                | 11:55 Local                      | <b>Direction from Accident Site:</b>        | 180°              |
| <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>                | /                                | <b>Turbulence Type Forecast/Actual:</b>     | /                 |
| <b>Wind Direction:</b>                  |                                  | <b>Turbulence Severity Forecast/Actual:</b> | /                 |
| <b>Altimeter Setting:</b>               | 30.5 inches Hg                   | <b>Temperature/Dew Point:</b>               | 17°C / 6°C        |
| <b>Precipitation and Obscuration:</b>   | No Obscuration; No Precipitation |   |                   |
| <b>Departure Point:</b>                 | Epping, NH (NONE)                | <b>Type of Flight Plan Filed:</b>           | None              |
| <b>Destination:</b>                     | Epping, NH (NONE)                | <b>Type of Clearance:</b>                   | None              |
| <b>Departure Time:</b>                  | 12:11 Local                      | <b>Type of Airspace:</b>                    | Class G           |

## Airport Information

|                             |                        |                                  |                |
|-----------------------------|------------------------|----------------------------------|----------------|
| <b>Airport:</b>             | Red Oak Hill Farm NONE | <b>Runway Surface Type:</b>      |                |
| <b>Airport Elevation:</b>   |                        | <b>Runway Surface Condition:</b> |                |
| <b>Runway Used:</b>         |                        | <b>IFR Approach:</b>             | None           |
| <b>Runway Length/Width:</b> |                        | <b>VFR Approach/Landing:</b>     | Forced landing |

## Wreckage and Impact Information

|                            |           |                             |                           |
|----------------------------|-----------|-----------------------------|---------------------------|
| <b>Crew Injuries:</b>      | 1 Serious | <b>Aircraft Damage:</b>     | Substantial               |
| <b>Passenger Injuries:</b> | N/A       | <b>Aircraft Fire:</b>       | None                      |
| <b>Ground Injuries:</b>    | N/A       | <b>Aircraft Explosion:</b>  | None                      |
| <b>Total Injuries:</b>     | 1 Serious | <b>Latitude, Longitude:</b> | 43.433612,-71.534446(est) |

## Administrative Information

|  |   |
|--|---|
| <b>Investigator In Charge (IIC):</b>     | Alleyne, Eric   |
| <b>Additional Participating Persons:</b> | Joseph S Simokaitis; FAA/FSDO; Portland, ME   |
| <b>Original Publish Date:</b>            | January 22, 2009  |
| <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=69270">https://data.nts.gov/Docket?ProjectID=69270</a> |

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