



Aviation Investigation Final Report

Location:	BLOOMFIELD HILL, Michigan	Accident Number:	CHI82DA333
Date & Time:	September 2, 1982, 14:00 Local	Registration:	N6544H
Aircraft:	PIPER J-3C65	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

TAKEOFF WAS FROM SE END OF A LAKE ABOUT 4,000 FT LONG (SE TO NW) WITH A SMALL ISLAND IN THE CENTER. THE PLT STATED THAT AFTER LIFT-OFF HE OBTAINED CLIMB SPEED BUT THE ACFT WOULD NOT CLIMB FROM ABOUT 20-30 FT ABOVE THE WATER. SEVERE TURBULENCE WAS ENCOUNTERED & THE ACFT DRIFTED INTO THE TREES ON THE ISLAND. THE PLT INDICATED THAT A TAKEOFF TO THE EAST OF THE ISLAND WOULD HAVE BEEN MORE ADVANTAGEOUS, BUT A BOAT WAS LOCATED BETWEEN THE ISLAND & THE EASTERN SHORE OF THE LAKE. THE ACFT WAS ABOUT 20 LBS UNDER MAX GROSS WEIGHT.

Probable Cause and Findings

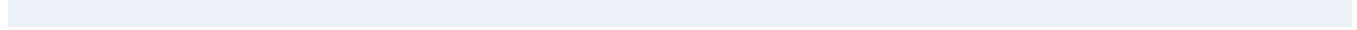
The National Transportation Safety Board determines the probable cause(s) of this accident to be:

Findings

Occurrence #1: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. (F) WEATHER CONDITION - TURBULENCE
2. (C) CLEARANCE - IMPROPER - PILOT IN COMMAND
3. (F) TERRAIN CONDITION - HIGH OBSTRUCTION(S)
4. OBJECT - TREE(S)



Factual Information

Pilot Information

Certificate:	Private	Age:	24, Male
Airplane Rating(s):	Single-engine land; Single-engine sea	Seat Occupied:	Unknown
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	June 17, 1981
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	1186 hours (Total, all aircraft), 485 hours (Total, this make and model), 1145 hours (Pilot In Command, all aircraft), 84 hours (Last 90 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N6544H
Model/Series:	J-3C65 J-3C65	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:		Serial Number:	19736
Landing Gear Type:	Float	Seats:	2
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	1220 lbs
Time Since Last Inspection:	50 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	2900 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed	Engine Model/Series:	A-65
Registered Owner:	WILLIAM C. GNEGY JR.	Rated Power:	65 Horsepower
Operator:	WILLIAM C. GNEGY JR.	Operating Certificate(s) Held:	
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Scattered / 4000 ft AGL	Visibility	10 miles
Lowest Ceiling:	Unknown	Visibility (RVR):	
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	270°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	80°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	BLOOMFIELD HILL, MI	Type of Flight Plan Filed:	None
Destination:	BLOOMFIELD HILL, MI	Type of Clearance:	None
Departure Time:	14:00 Local	Type of Airspace:	

Airport Information

Airport:		Runway Surface Type:	
Airport Elevation:	0 ft msl	Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:	0 ft / 0 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):

Additional Participating Persons:

Original Publish Date: September 2, 1983

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=69981>

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](#).