



Aviation Investigation Final Report

Location:	OCEAN CITY, Maryland	Accident Number:	ATL82FIG08
Date & Time:	June 13, 1982, 12:15 Local	Registration:	N16270
Aircraft:	AERONCA C-3	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Serious, 1 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE AIRCRAFT WAS OBSERVED TAKING OFF ON RUNWAY 14 UNDER A 700 FT CEILING. IT CLIMBED TO ABOUT 100 FT AGL, AND WHILE STILL OVER THE RUNWAY, IT BEGAN A LEFT TURN AND STARTED LOSING ALTITUDE. THE PILOT REPORTED THAT DURING THE TAKEOFF, HE HAD THROTTLED BACK AND TURNED NORTH. HE STATED THAT HE NOTICED HE WAS LOW AND ADDED POWER, BUT DID NOT REMEMBER ANYTHING AFTER THAT. HE BELIEVED THAT THE PLANE STALLED AND BEGAN TO SPIN. THE AIRCRAFT CRASHED IN A MARSH ABOUT 1/4 MILE NORTHEAST OF THE AIRPORT. AN EXAMINATION OF THE ENGINE REVEALED NO PREIMPACT MALFUNCTION OR FAILURE.

Probable Cause and Findings

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

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. WEATHER CONDITION - LOW CEILING
2. (C) AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
3. (C) STALL/SPIN - INADVERTENT - PILOT IN COMMAND
4. (F) LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Findings

- 5. TERRAIN CONDITION - WET
- 6. TERRAIN CONDITION - SOFT

Factual Information

Pilot Information

Certificate:	Commercial	Age:	46, Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land	Seat Occupied:	Unknown
Other Aircraft Rating(s):	Glider	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	January 26, 1982
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	1036 hours (Total, all aircraft), 4 hours (Total, this make and model), 1036 hours (Pilot In Command, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	AERONCA	Registration:	N16270
Model/Series:	C-3 C-3	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:		Serial Number:	655
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	1006 lbs
Time Since Last Inspection:	7 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1016 Hrs	Engine Manufacturer:	AERONCA
ELT:	Not installed	Engine Model/Series:	E-113C
Registered Owner:	JEHU D. QUILLIN III	Rated Power:	45 Horsepower
Operator:	JEHU D. QUILLIN III	Operating Certificate(s) Held:	
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument (IMC)	Condition of Light:	Day
Observation Facility, Elevation:	SWAR	Distance from Accident Site:	
Observation Time:	12:30 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Unknown	Visibility	5 miles
Lowest Ceiling:	Overcast / 700 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	18 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	140°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	68°C
Precipitation and Obscuration:	N/A - None - Haze		
Departure Point:	OCEAN CITY , MD (N80)	Type of Flight Plan Filed:	None
Destination:	OCEAN CITY , MD (N80)	Type of Clearance:	None
Departure Time:	12:10 Local	Type of Airspace:	

Airport Information

Airport:	OCEAN CITY N80	Runway Surface Type:	Macadam
Airport Elevation:	0 ft msl	Runway Surface Condition:	Dry
Runway Used:	14	IFR Approach:	None
Runway Length/Width:	3700 ft / 0 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Substantial
Passenger Injuries:	1 Minor	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Serious, 1 Minor	Latitude, Longitude:	38.350669,-75.130004(est)

Administrative Information

Investigator In Charge (IIC):

Additional Participating Persons:

Original Publish Date: June 13, 1983

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=72073>

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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](#).