



Aviation Investigation Final Report

Location:	Cypress, Texas	Accident Number:	CEN11CA121
Date & Time:	October 31, 2010, 11:45 Local	Registration:	N41458
Aircraft:	Piper J3C-65	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

According to the pilot, during landing the airplane touched down to the right side of the runway centerline and bounced. It then traveled further to the right and struck a fence post, substantially damaging the wing spar. The pilot reported that there were no mechanical deficiencies with the airplane prior to the accident.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to maintain directional control of the airplane during landing.

Findings

Personnel issues	(general) - Pilot
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Factual Information

History of Flight

Landing-flare/touchdown	Loss of control on ground (Defining event)
Landing-flare/touchdown	Collision with terr/obj (non-CFIT)
Landing-landing roll	Runway excursion

Pilot Information

Certificate:	Commercial	Age:	39
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane single-engine; Instrument airplane	Toxicology Performed:	No
Medical Certification:	Class 3	Last FAA Medical Exam:	
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	1540 hours (Total, all aircraft), 145 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N41458
Model/Series:	J3C-65	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	8095
Landing Gear Type:		Seats:	2
Date/Type of Last Inspection:		Certified Max Gross Wt.:	1200 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	CONT MOTOR
ELT:		Engine Model/Series:	C85 SERIES
Registered Owner:	Trace Tucker, Henry Curd and Michael Steiger	Rated Power:	85 Horsepower
Operator:	Trace Tucker, Henry Curd and Michael Steiger	Operating Certificate(s) Held:	None

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:		Visibility	
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:			
Departure Point:	Cypress, TX (TS07)	Type of Flight Plan Filed:	None
Destination:	Cypress, TX (TS07)	Type of Clearance:	None
Departure Time:		Type of Airspace:	

Airport Information

Airport:	Cypress TS07	Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	18	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	
Total Injuries:	2 None	Latitude, Longitude:	29.985,-95.684722(est)

Administrative Information

Investigator In Charge (IIC): Yeager, Leah

Additional Participating Persons:

Original Publish Date: May 16, 2011

Last Revision Date:

Investigation Class: [Class](#)

Note: This accident report documents the factual circumstances of this accident as described to the NTSB.

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=78040>

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](#).