



Aviation Investigation Final Report

Location:	POPLAR GROVE, Illinois	Accident Number:	CHI95LA127
Date & Time:	April 15, 1995, 16:00 Local	Registration:	N6673H
Aircraft:	PIPER J3C	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

AFTER LANDING, THE COMMERCIAL CERTIFICATED STUDENT BEGAN TO TURN THE AIRPLANE TO BACK TAXI TO THE END OF THE RUNWAY TO TAKEOFF AGAIN BY ADVANCING THE THROTTLE AND APPLYING THE LEFT BRAKE. AS THE AIRPLANE TURNED PERPENDICULAR TO THE RUNWAY, THE INSTRUCTOR ASSISTED THE STUDENT WITH DEPRESSING THE BRAKE BECAUSE SHE WAS HAVING SOME DIFFICULTY. THE THROTTLE WAS FORWARD AND AS THE INSTRUCTOR RELEASED THE PRESSURE OFF THE BRAKE, THE AIRPLANE'S TAIL BEGAN TO LIFT OFF THE GROUND. THE INSTRUCTOR PULLED THE THROTTLE TO THE IDLE POSITION, BUT THE TAIL CONTINUED TO RISE. THE INSTRUCTOR STATED THAT IT APPEARED THAT THE WIND GOT UNDER THE TAIL AND CONTINUED TO MAKE IT RISE. THE PROPELLER STRUCK THE GROUND AND THE AIRPLANE BECAME INVERTED.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The student pilot's excessive throttle control and the certified flight instructor's inadequate supervision of the student. A factor in the accident was the gusty wind conditions.

Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: TAXI

Findings

1. (C) THROTTLE/POWER CONTROL - EXCESSIVE - DUAL STUDENT
2. (C) SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)
3. (F) WEATHER CONDITION - GUSTS

Occurrence #2: NOSE OVER

Phase of Operation: TAXI - TO TAKEOFF

Factual Information

On April 15, 1995, at 1600 central daylight time, a Piper J-3 Cub, N6673H, registered to Belvidere Aviation Inc., of Popular Grove, Illinois, was substantially damaged while taxiing after landing at Belvidere Ltd Airport, Popular Grove, Illinois. Neither the certified flight instructor nor the commercial certificated student pilot reported injuries. The local 14 CFR Part 91 instructional flight operated in visual meteorological conditions without flight plan.

The instructor stated that after the student pilot made a three point landing on runway 9, she began to turn the airplane to back taxi to the end of the runway to takeoff again by advancing the throttle and applying the left brake. As the airplane turned perpendicular to the runway, the instructor stated that the student had some difficulty "...getting the brake so I depressed it for her until she got it. I then released it." The throttle was still forward, and the airplane's tail began to lift off of the ground. The instructor pulled the throttle to the idle position, but he stated, "it appeared the wind got under the tail and continued to raise it." The propeller struck the ground and the airplane became inverted.

Pilot Information

Certificate:	Commercial; Flight instructor	Age:	25, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Front
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane single-engine	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	April 15, 1994
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	443 hours (Total, all aircraft), 16 hours (Total, this make and model), 414 hours (Pilot In Command, all aircraft), 79 hours (Last 90 days, all aircraft), 24 hours (Last 30 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N6673H
Model/Series:	J3C J3C	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	19877
Landing Gear Type:	Tailwheel	Seats:	
Date/Type of Last Inspection:	April 5, 1995 Annual	Certified Max Gross Wt.:	
Time Since Last Inspection:	6 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	4512 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	C85-12F
Registered Owner:	BELVIDERE AVIATION INC.	Rated Power:	85 Horsepower
Operator:		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:	Unknown	Visibility	7 miles
Lowest Ceiling:	Overcast / 5000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	15 knots / 20 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	90°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	10°C
Precipitation and Obscuration:	Light - None - Drizzle		
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	00:00 Local	Type of Airspace:	Class G

Airport Information

Airport:	BELVIDERE AIRPORT C77	Runway Surface Type:	Grass/turf
Airport Elevation:	850 ft msl	Runway Surface Condition:	Dry
Runway Used:	9	IFR Approach:	
Runway Length/Width:	2500 ft / 200 ft	VFR Approach/Landing:	Full stop

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	42.360286,-88.81948(est)

Administrative Information

Investigator In Charge (IIC):	Corsones, Christine
Additional Participating Persons:	GERALD D WYATT; WEST CHICAGO , IL RICHARD D MILEHAM; WEST CHICAGO , IL
Original Publish Date:	September 24, 1995
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=9869

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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](#).