



Aviation Investigation Final Report

Location:	ELK CREEK, Wisconsin	Accident Number:	CHI95LA133
Date & Time:	April 23, 1995, 11:25 Local	Registration:	N26991
Aircraft:	PIPER J-3	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Minor, 1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PILOT WAS ATTEMPTING TO LAND TO THE NORTH ON A PRIVATE FIELD. THE WINDS WERE REPORTED FROM 160 DEGREES. AFTER DETERMINING THAT THE AIRPLANE'S AIRSPEED WAS TOO EXCESSIVE TO LAND ON THE FIELD, THE NON-CERTIFICATED PILOT DECIDED TO PERFORM A GO AROUND. THE PILOT STATED THE EXCESSIVE AIRSPEED WAS CAUSED BY HIS TRYING TO LAND WITH A TAILWIND. WHILE CLIMBING, THE AIRPLANE'S RIGHT WING IMPACTED TREES WHICH WERE LOCATED ALONG THE FIELD'S EDGE. THE AIRPLANE IMPACTED THE GROUND IN A NEAR VERTICAL ATTITUDE.

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 clearance with the trees. Factors in the accident include the trees, the tailwind condition, and the pilot's lack of proper certification.

Findings

Occurrence #1: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: GO-AROUND (VFR)

Findings

1. (F) OBJECT - TREE(S)
2. (C) CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
3. (F) WEATHER CONDITION - TAILWIND
4. (F) LACK OF CERTIFICATION - PILOT IN COMMAND

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

Factual Information

On April 23, 1995, at 1125 central daylight time, a Piper J-3 Cub, N26991, sustained substantial damage when it impacted trees while the pilot was performing a go around from a field in Elk Creek, Wisconsin. The non-certificated pilot reported no injuries, the passenger reported minor injuries. The local 14 CFR Part 91 pleasure flight operated without flight plan in visual meteorological conditions.

The pilot was attempting to land to the north on a private field. The winds were reported from 160 degrees. After determining that his airplane's airspeed was too excessive to land, the pilot stated he decided to perform a go around. The pilot stated the excessive airspeed was caused by his trying to land with a tailwind. While climbing, the airplane's right wing impacted trees which were located along the field's edge. The airplane impacted the ground in a near vertical attitude.

Pilot Information

Certificate:	None	Age:	71, Male
Airplane Rating(s):	None	Seat Occupied:	Rear
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	None Unknown	Last FAA Medical Exam:	
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	459 hours (Total, all aircraft), 459 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N26991
Model/Series:	J-3 J-3	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	4285
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	June 8, 1994 Annual	Certified Max Gross Wt.:	1220 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	A-65-8A
Registered Owner:	DOUGLAS J. WARD	Rated Power:	65 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:	Clear	Visibility	20 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	6 knots / 12 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	160°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	10°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	(NONE)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	10:45 Local	Type of Airspace:	Class G

Airport Information

Airport:	PRIVATE FIELD NONE	Runway Surface Type:	
Airport Elevation:	860 ft msl	Runway Surface Condition:	
Runway Used:	36	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Full stop

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 Minor	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor, 1 None	Latitude, Longitude:	44.359104,-91.410598(est)

Administrative Information

Investigator In Charge (IIC):	Corsones, Christine
Additional Participating Persons:	CHET CYBULSKI; MILWAUKEE , WI
Original Publish Date:	September 24, 1995
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=9874

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