



Aviation Investigation Final Report

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|--------------------------------|--------------------------------------|-------------------------|-------------|
| Location: | San Diego, California | Accident Number: | GAA19CA411 |
| Date & Time: | July 14, 2019, 18:30 Local | Registration: | N92628 |
| Aircraft: | Piper J3C | Aircraft Damage: | Substantial |
| Defining Event: | Loss of control on ground | Injuries: | 1 None |
| Flight Conducted Under: | Part 91: General aviation - Personal | | |

Analysis

The pilot reported that, during his second touch-and-go landing, the airplane encountered a crosswind. He overcorrected with rudder input, and the airplane then ground looped and exited the runway to the left. The airplane sustained substantial damage to the left wing. The pilot reported that there were no preimpact mechanical malfunctions or failures with the airplane that would have precluded normal operation.

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 during landing, which resulted a ground loop.

Findings

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| Aircraft | Directional control - Not attained/maintained |
| Personnel issues | Aircraft control - Pilot |

Factual Information

History of Flight

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| Landing-flare/touchdown | Other weather encounter |
| Landing-flare/touchdown | Loss of control on ground (Defining event) |
| Landing-flare/touchdown | Runway excursion |

Pilot Information

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|---------------------------|----------------------------------|-----------------------------------|-------------|
| Certificate: | Commercial; Remote | Age: | 63, Male |
| Airplane Rating(s): | Single-engine land | Seat Occupied: | Left |
| Other Aircraft Rating(s): | None | Restraint Used: | Unknown |
| Instrument Rating(s): | Airplane | Second Pilot Present: | No |
| Instructor Rating(s): | None | Toxicology Performed: | No |
| Medical Certification: | Class 2 With waivers/limitations | Last FAA Medical Exam: | May 1, 2018 |
| Occupational Pilot: | No | Last Flight Review or Equivalent: | |
| Flight Time: | (Estimated) | | |

Aircraft and Owner/Operator Information

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|-------------------------------|------------------------------------|--------------------------------|-----------------|
| Aircraft Make: | Piper | Registration: | N92628 |
| Model/Series: | J3C 65 | Aircraft Category: | Airplane |
| Year of Manufacture: | 1946 | Amateur Built: | |
| Airworthiness Certificate: | Normal | Serial Number: | 16999 |
| Landing Gear Type: | Tailwheel | Seats: | 2 |
| Date/Type of Last Inspection: | Annual | Certified Max Gross Wt.: | |
| Time Since Last Inspection: | | Engines: | 1 Reciprocating |
| Airframe Total Time: | | Engine Manufacturer: | |
| ELT: | | Engine Model/Series: | |
| Registered Owner: | Advanced Coherent Technologies Llc | Rated Power: | |
| Operator: | Advanced Coherent Technologies Llc | Operating Certificate(s) Held: | None |

Meteorological Information and Flight Plan

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|---|----------------------------------|---|------------------|
| Conditions at Accident Site: | Visual (VMC) | Condition of Light: | Day |
| Observation Facility, Elevation: | KMYF,417 ft msl | Distance from Accident Site: | 0 Nautical Miles |
| Observation Time: | 00:53 Local | Direction from Accident Site: | 66° |
| Lowest Cloud Condition: | Clear | Visibility | 10 miles |
| Lowest Ceiling: | None | Visibility (RVR): | |
| Wind Speed/Gusts: | 6 knots / | Turbulence Type Forecast/Actual: | None / None |
| Wind Direction: | 250° | Turbulence Severity Forecast/Actual: | N/A / N/A |
| Altimeter Setting: | 29.94 inches Hg | Temperature/Dew Point: | 22°C / 16°C |
| Precipitation and Obscuration: | No Obscuration; No Precipitation | | |
| Departure Point: | San Diego, CA (MYF) | Type of Flight Plan Filed: | None |
| Destination: | San Diego, CA (MYF) | Type of Clearance: | None |
| Departure Time: | 18:15 Local | Type of Airspace: | Class D |

Airport Information

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|-----------------------------|--------------------------------|----------------------------------|--------------|
| Airport: | Montgomery-Gibbs Executive MYF | Runway Surface Type: | Asphalt |
| Airport Elevation: | 427 ft msl | Runway Surface Condition: | Dry |
| Runway Used: | 28R | IFR Approach: | None |
| Runway Length/Width: | 4598 ft / 150 ft | VFR Approach/Landing: | Touch and go |

Wreckage and Impact Information

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|----------------------------|--------|-----------------------------|----------------------------|
| Crew Injuries: | 1 None | Aircraft Damage: | Substantial |
| Passenger Injuries: | | Aircraft Fire: | None |
| Ground Injuries: | N/A | Aircraft Explosion: | None |
| Total Injuries: | 1 None | Latitude, Longitude: | 32.815834,-117.139442(est) |

Administrative Information

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| Investigator In Charge (IIC): | Nepomuceno, Eleazar |
| Additional Participating Persons: | MacDonald Boyd; FAA; San Diego, CA |
| Original Publish Date: | August 3, 2020 |
| 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=99841 |

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](#).