



National Transportation Safety Board Aviation Accident Data Summary

Location:	DENTON, TX	Accident Number:	FTW99LA088
Date & Time:	03/01/1999, 1515 CST	Registration:	N92350
Aircraft:	Piper J3C-65	Injuries:	1 Minor, 1 None
Flight Conducted Under:	Part 91: General Aviation - Instructional		

Analysis

The airplane impacted terrain during a forced landing following a total loss of engine power on takeoff. The airline transport pilot receiving instruction was on the controls of the airplane for the takeoff. At an altitude of approximately 100 feet, the engine lost power, and the certified flight instructor took control. The flight instructor turned the airplane left to avoid a steel rail fence at the end of the runway. During the turn, the left wing tip struck the ground, and the airplane turned 180 degrees and came to rest. A mechanic, who examined the airplane, attributed the loss of engine power to a broken throttle control cable clamp. The broken clamp was made of aluminum; however, a steel clamp was specified by the airframe manufacturer.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The total loss of engine power on takeoff resulting from the failure of an incorrect throttle control cable clamp, which was installed by an unknown person. A factor was the lack of suitable terrain for the forced landing.

Findings

Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - MECH FAILURE/MALF
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. (C) MISCELLANEOUS,BOLT/NUT/FASTENER/CLAMP/SPRING - INCORRECT
2. (C) MAINTENANCE,INSTALLATION - IMPROPER - UNKNOWN
3. (C) MISCELLANEOUS,BOLT/NUT/FASTENER/CLAMP/SPRING - FAILURE,TOTAL
4. THROTTLE/POWER LEVER,CABLE - INOPERATIVE

Occurrence #2: FORCED LANDING
Phase of Operation: EMERGENCY LANDING AFTER TAKEOFF

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: EMERGENCY LANDING

Findings

5. (F) TERRAIN CONDITION - NONE SUITABLE
6. MANEUVER TO AVOID OBSTRUCTIONS - PERFORMED - PILOT IN COMMAND

Pilot Information

Certificate:	Airline Transport; Flight Instructor; Commercial	Age:	47
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	Airplane Multi-engine; Airplane Single-engine; Instrument Airplane
Flight Time:	7848 hours (Total, all aircraft), 500 hours (Total, this make and model), 4500 hours (Pilot In Command, all aircraft), 280 hours (Last 90 days, all aircraft), 100 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N92350
Model/Series:	J3C-65 J3C-65	Engines:	1 Reciprocating
Operator:	ARTHUR J. KIPLING	Engine Manufacturer:	Continental
Operating Certificate(s) Held:	None	Engine Model/Series:	A-65-8
Flight Conducted Under:	Part 91: General Aviation - Instructional		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Weather Information Source:	Pilot
Lowest Ceiling:	None / 0 ft agl	Wind Speed/Gusts, Direction:	1 knots / , 90°
Temperature:	18° C	Visibility	10 Miles
Precipitation and Obscuration:			
Departure Point:	(1F3)	Destination:	LAKE DALLAS, TX (30F)

Airport Information

Airport:	HARTLEE FIELD (1F3)	Runway Surface Type:	Grass/turf
Runway Used:	35	Runway Surface Condition:	Dry
Runway Length/Width:	2100 ft / 100 ft		

Wreckage and Impact Information

Crew Injuries:	1 Minor, 1 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Latitude, Longitude:			

Administrative Information

Investigator In Charge (IIC): GEORGIA R SNYDER

Adopted Date: 09/07/2000

Investigation Docket: NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at pubinq@ntsb.gov, or at 800-877-6799. Dockets released after this date are available at <http://dms.nts.gov/pubdms/>.

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