



## National Transportation Safety Board Aviation Accident Factual Report

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<b>Location:</b>	CLAREMORE, OK	<b>Accident Number:</b>	FTW99LA129
<b>Date &amp; Time:</b>	05/01/1999, 1918 CDT	<b>Registration:</b>	N3732C
<b>Aircraft:</b>	Piper J3C-65	<b>Aircraft Damage:</b>	Destroyed
<b>Defining Event:</b>		<b>Injuries:</b>	2 Serious
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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On May 1, 1999, about 1918 central daylight time, a Piper J3C-65 airplane, N3732C, registered to and operated by Sam Riggs Flying Service, Inc., of Claremore, Oklahoma, was destroyed by a fire following terrain impact while maneuvering in the traffic pattern at the Sam Riggs Airpark near Claremore. The commercial pilot and his pilot rated passenger were seriously injured. Visual meteorological conditions prevailed, and a flight plan was not filed for the 14 Code of Federal Regulations Part 91 personal flight. The local flight originated from the Sam Riggs Airpark at 1830.

The commercial pilot reported in the Pilot/Operator Aircraft Accident Report, NTSB Form 6120.1/2, that when the pilot rated passenger aligned the aircraft with runway 36 for landing, "an ultralight did a very aggressive landing procedure." The pilot further reported that he "took sole command of the aircraft," and flew to the east side of the runway for "a downwind leg" to land south. As the aircraft approached a road, which crosses the approach end of the runway, he "pitched the nose up to climb a little and reduce speed." He then "turned for a rounded base and final." As the aircraft turned, the "engine died," and he "continued to turn to get to open ground." He attempted an emergency landing, but the aircraft "hit too hard."

The pilot rated passenger reported to the FAA inspector that he was in the back seat and was landing the aircraft to the north on a grass strip. The aircraft was approximately 50 feet above a line of trees that run east and west when he "noticed an ultralight taking off to the south on the same runway." He then made a right turn to 040 degrees and leveled off. The passenger further reported that the pilot in the front seat "took over control of the aircraft and pitched the nose up and began a left turn to land to the south." He "noticed that the airspeed was low and then the aircraft began to stall." The pilot was able to get the wings level before the aircraft's "nose pitched down sharply and impacted the ground." The passenger stated that "he did not observe any problems with the aircraft or engine performance."

Examination of the aircraft wreckage by the FAA inspector revealed that the inboard section of both wings and the fuselage, except for the tail, were destroyed by fire. One propeller blade was destroyed by fire, and the other blade "exhibited evidence of power." There were also deep gouges in the ground that "appear to be propeller slashes." Continuity was established to all

flight controls.

## Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	26, Male
<b>Airplane Rating(s):</b>	Single-engine Land; Single-engine Sea	<b>Seat Occupied:</b>	Front
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	05/04/1998
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	443 hours (Total, all aircraft), 19 hours (Total, this make and model), 365 hours (Pilot In Command, all aircraft), 38 hours (Last 90 days, all aircraft), 7 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Piper	<b>Registration:</b>	N3732C
<b>Model/Series:</b>	J3C-65 J3C-65	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	13603
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	04/19/1999, 100 Hour	<b>Certified Max Gross Wt.:</b>	1220 lbs
<b>Time Since Last Inspection:</b>	105 Hours	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	6327 Hours	<b>Engine Manufacturer:</b>	Continental
<b>ELT:</b>	Not installed	<b>Engine Model/Series:</b>	M-A-65-8
<b>Registered Owner:</b>	SAM RIGGS FLYING SERVICE, INC.	<b>Rated Power:</b>	65 hp
<b>Operator:</b>	SAM RIGGS FLYING SERVICE, INC.	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Dusk
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	15 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	270°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	23° C
Precipitation and Obscuration:			
Departure Point:	(K11)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1830 CDT	Type of Airspace:	Class G

## Airport Information

Airport:	SAM RIGGS AIRPARK (K11)	Runway Surface Type:	Grass/turf
Airport Elevation:	580 ft	Runway Surface Condition:	Dry
Runway Used:	36	IFR Approach:	None
Runway Length/Width:	1550 ft / 110 ft	VFR Approach/Landing:	Traffic Pattern

## Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Destroyed
Passenger Injuries:	1 Serious	Aircraft Fire:	On-Ground
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Serious	Latitude, Longitude:	

## Administrative Information

Investigator In Charge (IIC):	DOUGLAS D WINGTON
Additional Participating Persons:	TERRY CARR; OKLAHOMA CITY, OK
Investigation Docket:	NTSB accident and incident docket 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 <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .