



National Transportation Safety Board Aviation Accident Data Summary

Location:	CLAREMORE, OK	Accident Number:	FTW99LA129
Date & Time:	05/01/1999, 1918 CDT	Registration:	N3732C
Aircraft:	Piper J3C-65	Injuries:	2 Serious
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The pilot rated passenger (PRP) was flying the airplane from the rear seat, and was on final approach to land to the north at a grass strip. The PRP turned the airplane to the northeast when he observed an ultralight departing the grass strip to the south. At that point the commercial pilot in the front seat took control of the airplane and pitched the airplane's 'nose up to climb a little and reduce speed.' He was turning the airplane left from downwind to base when the airplane's 'nose pitched down sharply and impacted the ground.' The pilot reported that as the airplane turned, the 'engine died,' and he continued turning toward an open area. Examination of the wreckage revealed that one propeller 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. The PRP stated that 'he did not observe any problems with the aircraft or engine performance.'

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to maintain minimum airspeed for flight while maneuvering, which resulted in an inadvertent stall.

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: APPROACH - VFR PATTERN - BASE TURN

Findings

1. (C) AIRSPEED(VS) - NOT MAINTAINED - PILOT IN COMMAND
2. STALL - INADVERTENT - PILOT IN COMMAND

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

Pilot Information

Certificate:	Commercial	Age:	26
Airplane Rating(s):	Single-engine Land; Single-engine Sea	Instrument Rating(s):	None
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	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

Aircraft Make:	Piper	Registration:	N3732C
Model/Series:	J3C-65 J3C-65	Engines:	1 Reciprocating
Operator:	SAM RIGGS FLYING SERVICE, INC.	Engine Manufacturer:	Continental
Operating Certificate(s) Held:	None	Engine Model/Series:	M-A-65-8
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Dusk
Observation Facility, Elevation:	, 0 ft msl	Weather Information Source:	Pilot
Lowest Ceiling:	None / 0 ft agl	Wind Speed/Gusts, Direction:	4 knots / , 270°
Temperature:	23°C	Visibility	15 Miles
Precipitation and Obscuration:			
Departure Point:	(K11)	Destination:	

Airport Information

Airport:	SAM RIGGS AIRPARK (K11)	Runway Surface Type:	Grass/turf
Runway Used:	36	Runway Surface Condition:	Dry
Runway Length/Width:	1550 ft / 110 ft		

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
Latitude, Longitude:			

Administrative Information

Investigator In Charge (IIC): DOUGLAS D WIGINGTON

Adopted Date: 06/21/2000

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/>.

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report.