



National Transportation Safety Board Aviation Accident Final Report

Location:	RICHARDS, TX	Accident Number:	FTW89LA045
Date & Time:	02/02/1989, 1745 CST	Registration:	N6675H
Aircraft:	PIPER J-3C-65	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 Minor

Flight Conducted Under: Part 91: General Aviation - Personal

Analysis

THE PILOT HAD DEPARTED HIS PRIVATE AIRSTRIP 15 MINUTES EARLIER AND WAS TURNING FINAL FOR A LANDING TO THE SOUTH WHEN THE AIRPLANE HIT FIRST A TREE AND THEN THE GROUND. THE PILOT STATED A GUST OF WIND MADE THE AIRPLANE UNCONTROLLABLE AND BLEW IT INTO THE TREE. THE PILOT ALSO STATED THE WIND WAS FROM THE WEST-SOUTHWEST AT AN ESTIMATED 18 KNOTS GUSTING TO 25 KNOTS. WEATHER LISTED ABOVE UNDER WEATHER DATA WAS OBSERVED AT COLLEGE STATION, TEXAS, 38 NM FROM THE ACCIDENT SITE.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S INADEQUATE PREFLIGHT PLANNING/PREPARATION IN DISREGARDING WIND INFORMATION. CONTRIBUTING TO THE ACCIDENT WERE THE GUSTING CROSSWIND CONDITIONS AND THE PILOT'S OVERCONFIDENCE IN PERSONAL ABILITY.

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT

Phase of Operation: APPROACH - VFR PATTERN - BASE LEG/BASE TO FINAL

Findings

1. (F) WEATHER CONDITION - CROSSWIND
2. (F) WEATHER CONDITION - HIGH WIND
3. (F) WEATHER CONDITION - GUSTS
4. (C) PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
5. (C) WIND INFORMATION - DISREGARDED - PILOT IN COMMAND
6. (F) COMPENSATION FOR WIND CONDITIONS - NOT POSSIBLE - PILOT IN COMMAND
7. (F) OVERCONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH OBJECT

Phase of Operation: APPROACH - VFR PATTERN - BASE LEG/BASE TO FINAL

Findings

8. OBJECT - TREE(S)

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT - UNCONTROLLED

Findings

9. TERRAIN CONDITION - GROUND

Factual Information

Pilot Information

Certificate:	Commercial	Age:	45, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Rear
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane Single-engine	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	01/09/1987
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	3750 hours (Total, all aircraft), 250 hours (Total, this make and model), 3500 hours (Pilot In Command, all aircraft), 2 hours (Last 90 days, all aircraft), 2 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N6675H
Model/Series:	J-3C-65 J-3C-65	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	19880
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	01/05/1989, Annual	Certified Max Gross Wt.:	1220 lbs
Time Since Last Inspection:	2 Hours	Engines:	1 Reciprocating
Airframe Total Time:	2278 Hours	Engine Manufacturer:	CONTINENTAL
ELT:	Not installed	Engine Model/Series:	C-85-8F
Registered Owner:	BROWN, SCOTTY	Rated Power:	85 hp
Operator:	BROWN, SCOTTY	Operating Certificate(s) Held:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Dusk
Observation Facility, Elevation:	CLL, 319 ft msl	Distance from Accident Site:	38 Nautical Miles
Observation Time:	1750 CST	Direction from Accident Site:	270°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	7 Miles
Lowest Ceiling:	Overcast / 800 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	14 knots / 20 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	320°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	3°C / 2°C
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1730 CST	Type of Airspace:	Class G

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	1 Minor	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Minor	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	EUGENE ROTH	Report Date:	09/28/1990
Additional Participating Persons:	MACK A FREESTONE; HOUSTON, TX		
Publish Date:			
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 pubinquiry@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

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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. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).