



National Transportation Safety Board Aviation Accident Final Report

Location:	STOW, MA	Accident Number:	NYC84LA125
Date & Time:	04/01/1984, 1308 EST	Registration:	N1141V
Aircraft:	PIPER J3C-65	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None

Flight Conducted Under: Part 91: General Aviation - Instructional

Analysis

DURING THE LANDING ROLL, THE ACFT BEGAN DRIFTING TO THE LEFT & THE STUDENT PLT OVERCONTROLLED WITH THE RUDDER. SUBSEQUENTLY, THE ACFT DEPARTED THE RWY, COLLIDED WITH A SNOWBANK & NOSED OVER. THE INSTRUCTOR (CFI) TOOK CONTROL OF THE ACFT AS THE VEER WAS TAKING PLACE, BUT WAS UNABLE TO AVOID THE COLLISION & NOSED OVER.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: LANDING - ROLL

Findings

1. (C) RUDDER - IMPROPER USE OF - DUAL STUDENT
 2. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - DUAL STUDENT
 3. (C) GROUND LOOP/SWERVE - INADVERTENT - DUAL STUDENT
 4. (C) REMEDIAL ACTION - INADEQUATE - PILOT IN COMMAND(CFI)
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Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: LANDING - ROLL

Findings

5. (F) TERRAIN CONDITION - SNOWBANK
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Occurrence #3: NOSE OVER
Phase of Operation: LANDING - ROLL

Factual Information

Pilot Information

Certificate:	Flight Instructor; Commercial	Age:	22, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Front
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane Single-engine	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	10/19/1983
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	1437 hours (Total, all aircraft), 510 hours (Total, this make and model), 1301 hours (Pilot In Command, all aircraft), 207 hours (Last 90 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N1141V
Model/Series:	J3C-65 J3C-65	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	10490
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	100 Hour	Certified Max Gross Wt.:	1220 lbs
Time Since Last Inspection:	29 Hours	Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	A-65-8
Registered Owner:	CHERL HART	Rated Power:	65 hp
Operator:	HART AIRWAYS	Operating Certificate(s) Held:	On-demand Air Taxi (135)

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
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	0 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	Calm /	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	10° C / -18° C
Precipitation and Obscuration:			
Departure Point:	NORTH HAMPTON, NH (7B6)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1200 EST	Type of Airspace:	Class G

Airport Information

Airport:	MINUTE MAN (686)	Runway Surface Type:	Asphalt
Airport Elevation:	268 ft	Runway Surface Condition:	Dry
Runway Used:	3	IFR Approach:	None
Runway Length/Width:	2800 ft / 48 ft	VFR Approach/Landing:	Traffic Pattern

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	VERNON A TAYLOR	Report Date:	
Additional Participating Persons:			
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 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. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).