



National Transportation Safety Board Aviation Accident Final Report

Location:	LILY LAKE, IL	Accident Number:	CHI83FA346
Date & Time:	08/01/1983, 2010 CDT	Registration:	N27020
Aircraft:	PIPER J3C-65	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 Serious
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

THE PLT REPORTED THAT A NEIGHBOR HAD FLOWN THE ACFT EARLIER IN THE DAY & HAD PROBLEMS ADJUSTING THE ELEVATOR TRIM WHEN AIRBORNE. THE PLT STATED THAT BEFORE TAKEOFF, HE CHECKED THE TRIM, BUT IT WORKED NORMALLY, SO HE SET IT FOR CRUISE & MADE A NORMAL TAKEOFF. WHILE TURNING TO A X-WIND LEG, HE TRIED TO ADJUST THE ELEVATOR TRIM, BUT IT WOULD NOT OPERATE. THE PLT THEN TRIED TO RELIEVE THE AIRLOAD ON THE STABILIZOR BY PULLING BACK ON THE STICK TO GO INTO A CLIMB, THEN RELEASING THE BACK PRESSURE TO PUT THE ACFT IN A NEAR ZERO 'G' CONDITION. HE WAS STILL UNABLE TO MOVE THE TRIM. THE PLT PULLED UP AGAIN, BUT A LITTLE HARDER. HOWEVER, THIS TIME THE ACFT STALLED & WENT INTO A SPIN. THE PLT WAS UNABLE TO RECOVER BEFORE THE ACFT HIT THE GROUND. AN INVESTIGATION REVEALED THAT THE ELEVATOR TRIM WAS IN A SLIGHT NOSE DOWN POSITION, BUT NO PREIMPACT/MECHANICAL MALFUNCTION WAS DETECTED.

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 - IN FLIGHT
Phase of Operation: APPROACH

Findings

1. (F) FLT CONTROL SYST,ELEVATOR TRIM/TAB CONTROL - BINDING(MECHANICAL)
2. (F) AIRSPEED - REDUCED - PILOT IN COMMAND
3. (C) STALL/SPIN - INADVERTENT - PILOT IN COMMAND

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

Factual Information

Pilot Information

Certificate:	Flight Instructor; Commercial	Age:	39, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Rear
Other Aircraft Rating(s):		Restraint Used:	Seatbelt
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane Single-engine	Toxicology Performed:	
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	10/04/1982
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	8500 hours (Total, all aircraft), 525 hours (Total, this make and model), 1305 hours (Pilot In Command, all aircraft), 50 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N27020
Model/Series:	J3C-65 J3C-65	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	4305
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	04/01/1983, Annual	Certified Max Gross Wt.:	1220 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	2000 Hours	Engine Manufacturer:	CONTINENTAL
ELT:	Installed	Engine Model/Series:	A-65-8
Registered Owner:	NEWHOUSE FLYING SERVICE	Rated Power:	65 hp
Operator:	NEWHOUSE FLYING SERVICE	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	DPA, 757 ft msl	Distance from Accident Site:	11 Nautical Miles
Observation Time:	1900 CDT	Direction from Accident Site:	280°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	25 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	3 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	330°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	24° C / 14° C
Precipitation and Obscuration:			
Departure Point:	MAPLE PARK, IL	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	2006 CDT	Type of Airspace:	Class G

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	PAMELA S KLECKNER	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 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](#).