



# National Transportation Safety Board Aviation Accident Data Summary

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|--------------------------------|--------------------------------------|-------------------------|------------|
| <b>Location:</b>               | LILY LAKE, IL                        | <b>Accident Number:</b> | CHI83FA346 |
| <b>Date &amp; Time:</b>        | 08/01/1983, 2010 CDT                 | <b>Registration:</b>    | N27020     |
| <b>Aircraft:</b>               | PIPER J3C-65                         | <b>Injuries:</b>        | 2 Serious  |
| <b>Flight Conducted Under:</b> | Part 91: General Aviation - Personal |                         |            |

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## 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 STABILIZER 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

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

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

## Pilot Information

|                                  |  |                              |                        |
|----------------------------------|--|------------------------------|------------------------|
| <b>Certificate:</b>              | Flight Instructor; Commercial  | <b>Age:</b>                  | 39                     |
| <b>Airplane Rating(s):</b>       | Multi-engine Land; Single-engine Land  | <b>Instrument Rating(s):</b> | Airplane               |
| <b>Other Aircraft Rating(s):</b> |  | <b>Instructor Rating(s):</b> | Airplane Single-engine |
| <b>Flight Time:</b>              | 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

|                                       |                                      |                             |                 |
|---------------------------------------|--------------------------------------|-----------------------------|-----------------|
| <b>Aircraft Make:</b>                 | PIPER                                | <b>Registration:</b>        | N27020          |
| <b>Model/Series:</b>                  | J3C-65 J3C-65                        | <b>Engines:</b>             | 1 Reciprocating |
| <b>Operator:</b>                      | NEWHOUSE FLYING SERVICE              | <b>Engine Manufacturer:</b> | CONTINENTAL     |
| <b>Operating Certificate(s) Held:</b> | None                                 | <b>Engine Model/Series:</b> | A-65-8          |
| <b>Flight Conducted Under:</b>        | Part 91: General Aviation - Personal |                             |                 |

## Meteorological Information and Flight Plan

|   |                   |                                     |                              |
|---|-------------------|-------------------------------------|------------------------------|
| <b>Conditions at Accident Site:</b>     | Visual Conditions | <b>Condition of Light:</b>          | Day                          |
| <b>Observation Facility, Elevation:</b> | DPA, 757 ft msl   | <b>Weather Information Source:</b>  | Weather Observation Facility |
| <b>Lowest Ceiling:</b>                  | None / 0 ft agl   | <b>Wind Speed/Gusts, Direction:</b> | 3 knots / , 330°             |
| <b>Temperature:</b>                     | 24° C             | <b>Visibility</b>                   | 25 Miles                     |
| <b>Precipitation and Obscuration:</b>   |                   |                                     |                              |
| <b>Departure Point:</b>                 | MAPLE PARK, IL    | <b>Destination:</b>                 |                              |

## Wreckage and Impact Information

|                             |           |                            |             |
|-----------------------------|-----------|----------------------------|-------------|
| <b>Crew Injuries:</b>       | 1 Serious | <b>Aircraft Damage:</b>    | Substantial |
| <b>Passenger Injuries:</b>  | 1 Serious | <b>Aircraft Fire:</b>      | None        |
| <b>Ground Injuries:</b>     | N/A       | <b>Aircraft Explosion:</b> | None        |
| <b>Latitude, Longitude:</b> |           |                            |             |

## Administrative Information

|                                      |  |                      |  |
|--------------------------------------|--|----------------------|--|
| <b>Investigator In Charge (IIC):</b> | PAMELA S KLECKNER  | <b>Adopted Date:</b> |  |
| <b>Investigation Docket:</b>         | 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 <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> . |                      |  |

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