



National Transportation Safety Board Aviation Accident Final Report

Location:	Taunton, MA	Accident Number:	NYC03LA078
Date & Time:	04/02/2003, 1435 EST	Registration:	N88387
Aircraft:	Piper J3C-65	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

According to the pilot, prior to takeoff, he noted the wind sock was 70 to 90 degrees different to the wind he physically felt on the ground. He departed runway 30, and while in flight he observed smoke near the airport which indicated a crosswind of approximately 135 degrees to the runway, which he thought appeared to be the same as on take off. The pilot said when he landed on runway 30, the wind shifted and the tail of the airplane was picked up by the "tail/cross wind." The airplane then veered left and started to depart the runway. Unable to correct with rudder or brakes, the pilot applied full power to abort the landing. After lift off, to avoid trees, the pilot banked right which, "...caused the right wing to stall and slide into the ground by the wind sock." The pilot did not report any pre-impact mechanical difficulties with the airplane. Winds at the airport were reported to be from 110 degrees at 7 knots about 20 minutes after the accident, and as calm 45 minutes before the accident.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's inadequate compensation for the winds, and his failure to maintain airspeed which resulted in the inadvertent stall. A factor in the accident was the tailwind.

Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER

Phase of Operation: LANDING - ROLL

Findings

1. (F) WEATHER CONDITION - TAILWIND
2. (C) COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: LANDING - ABORTED

Findings

3. TERRAIN CONDITION - GROUND
4. (C) AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
5. STALL/MUSH - INADVERTENT - PILOT IN COMMAND

Factual Information

On April 2, 2003, at 1435 eastern standard time, a Piper J3C-65, N88387, was substantially damaged during an aborted landing at the Taunton Municipal Airport (TAN), Taunton, Massachusetts. The certificated private pilot was not injured. Visual meteorological conditions prevailed, and no flight plan had been filed for the local personal flight conducted under 14 CFR Part 91.

According to the pilot, prior to departing TAN, he noted the wind sock was 70 to 90 degrees different to the wind he physically felt on the ground. He departed runway 30, and while in flight, he observed smoke near the airport which indicated a crosswind of approximately 135 degrees to the runway. He said this, "Appeared to be the same as on take off." The pilot said when he landed on runway 30, the wind shifted and the tail of the airplane was picked up by the "tail/cross wind." The airplane then veered left and started to depart the runway. Unable to correct with rudder or brakes, the pilot applied full power to abort the landing. After lift off, to avoid trees, the pilot banked right.

The pilot further stated, "..I had to bank right behind the wind sock, the combination of the tail wind and bank caused the right wing to stall and slide into the ground by the wind sock." The pilot did not report any pre-impact mechanical difficulties with the airplane.

According to a Federal Aviation Administration inspector, examination of the airplane revealed the right wing spar was broken at the fuselage.

Winds at TAN were reported to be from 110 degrees at 7 knots about 20 minutes after the accident, and as calm 45 minutes before the accident.

Pilot Information

Certificate:	Private	Age:	46, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	03/06/2002
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	340 hours (Total, all aircraft), 15 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N88387
Model/Series:	J3C-65	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	16005
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	06/24/2002, Annual	Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	4704 Hours as of last inspection	Engine Manufacturer:	Continental
ELT:		Engine Model/Series:	C65
Registered Owner:	William E. Taylor	Rated Power:	65 hp
Operator:	William E. Taylor	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	TAN, 43 ft msl	Distance from Accident Site:	
Observation Time:	1452 EST	Direction from Accident Site:	
Lowest Cloud Condition:		Visibility	10 Miles
Lowest Ceiling:	Overcast / 6000 ft agl	Visibility (RVR):	
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	110°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.97 inches Hg	Temperature/Dew Point:	10° C / 1° C
Precipitation and Obscuration:			
Departure Point:	Taunton, MA (TAN)	Type of Flight Plan Filed:	None
Destination:	(TAN)	Type of Clearance:	None
Departure Time:	EST	Type of Airspace:	Class E

Airport Information

Airport:	TAUNTON MUNI (TAN)	Runway Surface Type:	Asphalt
Airport Elevation:	43 ft	Runway Surface Condition:	Dry
Runway Used:	30	IFR Approach:	
Runway Length/Width:	3500 ft / 75 ft	VFR Approach/Landing:	Full Stop; Traffic Pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	41.871389, -71.009722

Administrative Information

Investigator In Charge (IIC):	Robert L Pearce	Report Date:	12/03/2004
Additional Participating Persons:	Chris Mehegan; FAA/FSDO; Boston, MA		
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/ .		

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