



# National Transportation Safety Board Aviation Accident Data Summary

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<b>Location:</b>	Taunton, MA	<b>Accident Number:</b>	NYC03LA078
<b>Date &amp; Time:</b>	04/02/2003, 1435 EST	<b>Registration:</b>	N88387
<b>Aircraft:</b>	Piper J3C-65	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## 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

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

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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

## Pilot Information

Certificate:	Private	Age:	46
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	None
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
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	Engines:	1 Reciprocating
Operator:	William E. Taylor	Engine Manufacturer:	Continental
Operating Certificate(s) Held:	None	Engine Model/Series:	C65
Flight Conducted Under:	Part 91: General Aviation - Personal		

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	TAN, 43 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	Overcast / 6000 ft agl	Wind Speed/Gusts, Direction:	7 knots / , 110°
Temperature:	10° C	Visibility	10 Miles
Precipitation and Obscuration:			
Departure Point:	Taunton, MA (TAN)	Destination:	(TAN)

## Airport Information

Airport:	TAUNTON MUNI (TAN)	Runway Surface Type:	Asphalt
Runway Used:	30	Runway Surface Condition:	Dry
Runway Length/Width:	3500 ft / 75 ft		

## 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
Latitude, Longitude:	41.871389, -71.009722		

## Administrative Information

Investigator In Charge (IIC): Robert L Pearce

Adopted Date: 12/03/2004

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](mailto: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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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.