



## National Transportation Safety Board Aviation Accident Factual Report

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<b>Location:</b>	Andersonville, GA	<b>Accident Number:</b>	MIA07LA129
<b>Date &amp; Time:</b>	08/01/2007, 1130 EDT	<b>Registration:</b>	N5721N
<b>Aircraft:</b>	Piper J3C-65	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 Serious
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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On August 1, 2007, about 1130 eastern daylight time, a Piper J3C-65, N5721N, registered to and operated by a private individual as a Title 14 CFR Part 91 personal flight, crashed shortly after taking off from a private field in Andersonville, Georgia. Visual meteorological conditions prevailed, and no flight plan was filed. The private-rated pilot and one passenger received serious injuries, and the airplane incurred substantial damage. The flight was originating at the time of the accident.

An FAA inspector responded to the scene of the accident, and stated that he examined the wreckage and found fuel to be present in the airplane, but noted no obvious anomalies. He further stated that he interviewed several witnesses who said that the pilot was giving airplane rides to construction workers, who had been working on his house. According to the inspector, the witnesses said that the pilot was taking off and landing on his private landing strip, while giving the airplane rides, and he had given rides to four workers. In the process of giving the fifth and final airplane ride, during initial climb after takeoff, the airplane's engine ceased operating. He said that the witnesses said that they observed the airplane as it turned about 180 degrees in the direction of the runway from where it had just departed, but it descended quickly and impacted the ground in a level attitude.

A postcrash examination was performed by the NTSB, along with a representative of Teledyne Continental Motors. The examination revealed that several engine mounts had fractured during the impact, and that the carburetor had separated from its attach point to the engine manifold. In addition the oil sump had been crushed, and the propeller flange and propeller had been bent beyond the permissible limits of a test run.

During the course of the examination the engine was removed from the airframe, and parts which exhibited damage consistent with the damage having occurred during the accident, were replaced. The parts that were replaced include, the intake manifold, oil sump, and the propeller flange. In addition, a club propeller was fitted.

The engine was then given a test run, and initially during the test, when fuel was added, the fuel "poured from" the carburetor, consistent with the needle valve having been stuck in the

open position due to an obstruction. After tapping on the side of the carburetor with a screwdriver handle, the obstruction was cleared, and fuel stopped flowing out of the carburetor. The test run was then completed with no other anomalies being noted.

A follow-on teardown examination of the carburetor revealed the presence of debris within the carburetor float bowl, of a size that was capable of blocking the needle valve, or fuel metering orifice.

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	57, Male
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Seat Occupied:</b>	Front
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3	<b>Last FAA Medical Exam:</b>	03/01/2007
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	03/01/2007
<b>Flight Time:</b>	209 hours (Total, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Piper	<b>Registration:</b>	N5721N
<b>Model/Series:</b>	J3C-65	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	13550
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	11/01/2006, Annual	<b>Certified Max Gross Wt.:</b>	1220 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	1417 Hours at time of accident	<b>Engine Manufacturer:</b>	Teledyne Continental
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	A-65-8
<b>Registered Owner:</b>	Charles W. Hodges	<b>Rated Power:</b>	65 hp
<b>Operator:</b>	Charles W. Hodges	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	MCN	Distance from Accident Site:	
Observation Time:	1553 EDT	Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	10 Miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.98 inches Hg	Temperature/Dew Point:	31 °C / 20 °C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Andersonville, GA	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1130 EDT	Type of Airspace:	

## 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:	32.196944, -84.141667

## Administrative Information

Investigator In Charge (IIC):	John W Lovell
Additional Participating Persons:	Rick Hoy; FAA FSDO; Atlanta, GA
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 <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> .