



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	Connersville, IN	<b>Accident Number:</b>	CEN14CA231
<b>Date &amp; Time:</b>	05/03/2014, 1510 EDT	<b>Registration:</b>	N6245H
<b>Aircraft:</b>	PIPER J3C 65	<b>Injuries:</b>	1 Minor
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Positioning		

## Analysis

The pilot reported that he decided to land at an en route airport to obtain fuel due to a stronger headwind than what was forecast for his route of flight. The pilot made a normal landing to the north and turned west off the runway onto the first taxi. He then made another turn to the north on the taxiway that paralleled the runway. As he taxied beyond a row of trees that were to the west, the upwind wing of the airplane lifted and the airplane flipped inverted. The rudder and left front wing strut were substantially damaged. The pilot stated he was using proper crosswind taxi technique, but was unable to keep the wing down. The wind conditions recorded at an airport located 37 miles away from the airport where the accident occurred were from 290 degrees at 16 knots gusting to 25 knots. The pilot reported the local wind condition at the time of the accident was similar.

## Flight Events

Taxi-from runway - Loss of control on ground  
Taxi-from runway - Nose over/nose down

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be:  
The pilot's inability to control the airplane while taxiing due to a strong crosswind condition.

## Findings

Personnel issues-Task performance-Use of equip/info-Aircraft control-Pilot - C  
Environmental issues-Conditions/weather/phenomena-Wind-High wind-Ability to respond/compensate - C  
Environmental issues-Conditions/weather/phenomena-Wind-Crosswind-Ability to respond/compensate - C

## Pilot Information

<b>Certificate:</b>	Airline Transport; Flight Instructor; Commercial	<b>Age:</b>	40
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Instrument Rating(s):</b>	Airplane; Helicopter
<b>Other Aircraft Rating(s):</b>	Helicopter	<b>Instructor Rating(s):</b>	Airplane Multi-engine; Airplane Single-engine; Instrument Airplane
<b>Flight Time:</b>	8230 hours (Total, all aircraft), 44 hours (Total, this make and model), 3478 hours (Pilot In Command, all aircraft), 118 hours (Last 90 days, all aircraft), 39 hours (Last 30 days, all aircraft), 8 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Manufacturer:</b>	PIPER	<b>Registration:</b>	N6245H
<b>Model/Series:</b>	J3C 65 65	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	Lewis Arenzana	<b>Engine Manufacturer:</b>	CONT MOTOR
<b>Air Carrier Operating Certificate:</b>	None	<b>Engine Model/Series:</b>	C85 SERIES
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Positioning		

## Meteorological Information and Flight Plan

<b>Observation Facility, Elevation:</b>	GEZ, 803 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Lowest Ceiling:</b>	None
<b>Condition of Light:</b>	Day	<b>Wind Speed/Gusts, Direction:</b>	16 knots/ 25 knots, 290°
<b>Temperature:</b>	20°C / 2°C	<b>Visibility</b>	10 Miles
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Cambridge, OH (CDI)	<b>Destination:</b>	Connersville, IN (CEV)

## Airport Information

<b>Airport:</b>	Mettel Field Airport (CEV)	<b>Runway Surface Type:</b>	Asphalt
<b>Runway Used:</b>	36	<b>Runway Surface Condition:</b>	Dry
<b>Runway Length/Width:</b>	6503 ft / 100 ft		

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Minor	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	N/A	<b>Aircraft Fire:</b>	Unknown
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	Unknown

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Pamela S Sullivan	<b>Adopted Date:</b>	07/30/2014
<b>Note:</b>	This accident report documents the factual circumstances of this accident as described to the NTSB.		
<b>Investigation Docket:</b>	<a href="http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=89179">http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=89179</a>		

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