National Transportation Safety Board
Aviation Accident Data Summary

Location:	Clermont, FL	**Accident Number:**	ERA15CA143
Date & Time:	03/01/2015, 1235 EST	**Registration:**	N717ML
Aircraft:	PIPER J3C 65	**Injuries:**	1 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis
The pilot reported that he was landing his airplane at his residence, on a 5-acre grass field, at the conclusion of a local, sightseeing flight. He landed long and could not stop the airplane before it collided with a security fence at an adjacent residence. A Federal Aviation Administration inspector reported that the right wing and fuselage sustained substantial damage. The pilot reported that there were no mechanical problems with the airplane at the time of the accident. The pilot reported 4,000 hours total time; however had accrued only 15 hours in the accident airplane and received a tail wheel endorsement about 3 weeks prior to the accident.

Flight Events
Landing-landing roll - Landing area overshoot
Landing-landing roll - Collision during takeoff/land

Probable Cause
The National Transportation Safety Board determines the probable cause(s) of this accident to be:
The pilot's failure to land the airplane within the desired touchdown zone, resulting in a long landing and collision with a fence.

Findings
Aircraft-Aircraft oper/perf/capability-Performance/control parameters-Descent/approach/glide path-Not attained/maintained - C
Personnel issues-Task performance-Use of equip/info-Use of equip/system-Pilot - C

Pilot Information

Certificate:	Private	**Age:**	67
Airplane Rating(s):	Single-engine Land	**Instrument Rating(s):**	Airplane
Other Aircraft Rating(s):	None	**Instructor Rating(s):**	None
Flight Time:	4000 hours (Total, all aircraft), 15 hours (Total, this make and model), 4000 hours (Pilot In Command, all aircraft), 50 hours (Last 90 days, all aircraft), 20 hours (Last 30 days, all aircraft), 0 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Manufacturer:	PIPER	**Registration:**	N717ML
Model/Series:	J3C 65	**Engines:**	1 Reciprocating
Operator:	David Harmon	**Engine Manufacturer:**	CONT MOTOR
Air Carrier Operating Certificate:	None	**Engine Model/Series:**	C85-8FJ
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Observation Facility, Elevation:	LEE, 76 ft msl	**Weather Information Source:**	Weather Observation Facility
Conditions at Accident Site:	Visual Conditions	**Lowest Ceiling:**	Broken / 2200 ft agl
Condition of Light:	Day	**Wind Speed/Gusts, Direction:**	4 knots, 40°
Temperature:	24°C / 19°C	**Visibility**	10 Miles
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Clermont, FL (None)	**Destination:**	Clermont, FL (None)

Airport Information

Airport:	None (None)	**Runway Surface Type:**	Grass/turf
Runway Used:	N/A	**Runway Surface Condition:**	Dry
Runway Length/Width:			

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

Administrative Information

Investigator In Charge (IIC):	Ralph E Hicks	**Adopted Date:**	08/11/2015
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.		
Investigation Docket:	http://dms.ntsb.gov/pubdms/search/dockList.cfm?mKey=90808		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

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