

Inspector's Statement

On November 6, 2019 I arrived at the private grass strip of Roman Upshaw in Grand Bay Alabama, the owner of Piper J3 Cub N7009H. Mr. Upshaw witnessed the accident from the front porch of his house. He stated the aircraft didn't seem like it was at full RPM power. The aircraft lost power and altitude and landed hard to the north and ended at the fence on property. Mr. Upshaw's 15 year old daughter was the passenger on her first instructional flight.

The aircraft was located inside the hangar with the following description of damage to aircraft.

- Main Landing Gear – Both spread out, with tires still attached and spring center bungees cross-member ripped out from undercarriage.
- Propeller has both blades bent backwards evenly at a 45 degree or greater angle.
- Engine turned over freely until blades hit ground, unable to lift aircraft for 360 degree rotation.
- Engine mount bent to the right and slightly down.
- Engine cowling bottom damage from nose down ground impact.
- Carburetor divider spider had broken off at base leaving carburetor hanging freely. Continuity of throttle and throttle housing to mounts inside and at engine indicate normal operation.
- Carburetor heat cable intact and connected with proper function not observable due to bent heater box. Mounting and function of available movement indicate proper operation at the time of the accident.
- Did not remove magnetos or function check at site.
- Main fuel tank indicated about ¼ full with good fuel sample at strainer.
- Engine oil level at approximately 4 quarts and within operating limits, oil tank had slight impact damage from carburetor impact.
- Intake tubes and exhaust plumbing continuity indicate normal operation.
- Flight controls including elevator, rudder, and ailerons all had proper continuity and basic correct operation, wings and aileron bent enough for some binding of aileron system.
- Trim in slight nose down takeoff position.
- Fuel selector was in off position by owner post-crash for hangar storage.
- Left wing tip damaged and bent slightly upward at tip bow.
- Left fuselage had large foot diameter hole in empennage by N number from fence on impact.
- No damage to tail surfaces of horizontal stabilizer, elevator or rudder.
- Tailwheel operation was normal with detent and free swiveling action demonstrated.
- Right inboard wing root at rear spar trailing edge area bent significantly.
- Right wing forward strut bent back in center from fence impact with damage to wing leading edge above the same area. Strut brace, forward attach point detached from wing bottom.
- Right wing tip and leading edge damage from impact with right outboard aileron damage.

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