

**Cynthiana, KY
Cynthiana-Harrison County Airport
August 3, 2022
Piper Cub, J3C-65
NTSB Accident# ERA22FA354**

FAA

Contacts:

Pilot in Command (PIC): Douglas A. Jackson

Pilot's Sister Paula Jackson

Airport Manager: Bobby Craft

Old Republic Insurance Chris Runnels

Fire Chief Jay Sanders

AMF Aviation, LLC Chris Ferraraccio

Witness: (Statements attached as PDF files)

FAA IIC: Stephen C. Travis

FAA Assisting Inspector: Mark McLeroy

FAA Frontline Manager: John W. Cox

NTSB IIC: Lawrence A. McCarter

History of Flight:

The aircraft departed the airport around 1700 with two occupants, the passenger in the forward seat and the pilot in the aft seat, for a short flight. About ten minutes after departure, witnesses reported see an “intense” thunderstorm coming in from the north. The storm consisted of a “wall cloud,” heavy rain that they could observe several miles out, as well as a rapid wind shift accompanied by an increase in wind speed. In addition, the temperature dropped about “fifteen degrees” over a short period.

Around the same, it was reported that the aircraft returned to the airport and flew an unusually low airport traffic pattern. The aircraft approached at a low altitude, just over the trees from the north, then making a left turn to join the left downwind for runway 29. Then the aircraft made a low base leg to final approach turn over the runway numbers when it suddenly descended in a left spin before impacting the ground adjacent to the runway. Almost immediately after impact, heavy rain and wind began at the airport.
(See attached statement(s))

Personnel Information:

Federal Aviation Administration (FAA) records indicate the pilot holds a Private Pilot Certificate [REDACTED], issued May 2010. Pilot has a Basic Medical date of September 2021. Restrictions lists “Must have available glasses for near vision”.

Aircraft Information:

According to FAA records, aircraft N88550, Serial number 16175, is a Piper J3C-65, Standard Class aircraft, configured with a Continental A65-8 engine. The aircraft received certification in June 1956 and registered to Jackson Douglas A. located in Cynthiana, KY. *(See attached Maintenance Report for additional information)*

Meteorological Information:

[REDACTED] at this point of the investigation.

K27K 032135Z AUTO 16019G25KT 10SM SCT045 BKN055 BKN070
28/20 A3000 RMK AO1

K27K 032115Z AUTO 23007KT 10SM SCT047 SCT055 32/23 A2998
RMK AO1

K27K 032055Z AUTO 24009KT 105M SCT047 32/23 A2999 RMK AO1

Airport Information:

Cynthiana-Harrison County Airport (0I8)

Runway 3/21

Dimensions: 3850 x 75 ft. / 1173 x 23 m

Surface: asphalt, in good condition

Weight bearing capacity: Single wheel: 16.0

Double wheel: 25.0

Runway edge lights: medium intensity

RUNWAY 11

Latitude: 38-22.054562N

Longitude: 084-17.388890W

Elevation: 720.9 ft.

Traffic pattern: left

Runway heading: 112 magnetic, 106 true

Displaced threshold: no

Declared distances: TORA:2757 TODA:3852

ASDA:3852 LDA:3852

Markings: nonprecision, in fair condition

Visual slope indicator: 2-light PAPI on left (4.00 degrees glide path)

Runway end identifier lights: yes

Touchdown point: yes, no lights

Obstructions: 36 ft. rr, 716 ft. from runway, 319 ft. right of centerline, 14:1 slope to clear

RUNWAY 29

38-21.884860N

084-16.612538W

720.0 ft.

left

292 magnetic, 286 true

1094 ft.

TORA:3852 TODA:3852

ASDA:3852 LDA:2757

nonprecision, in fair condition

2-light PAPI on left (4.00 degrees glide path)

yes

yes, no lights

55 ft. trees, 5 ft. from runway, 211 ft. right of centerline, 1:1 slope to clear +55 FT TREES 5 FT FM RWY END 211 FT R OF CNTRLN.



Photo and information taken from Airnav.com

Wreckage and Impact Information:

The aircraft came to rest in the grass, about 20 feet to the right of runway 29, with the front of the aircraft pointed at a compass heading of 160 degrees. The wreckage path was compact and all major components of the engine and airframe were accounted for at the scene. There was substantial damage to the left wing, fuselage, cockpit, main landing gear, engine, and propeller.



Propeller:

The propeller was destroyed. Both wood blades were splintered, although remained attached to the center hub and crankshaft flange. One blade was shattered down to the spinner and the opposing blade shattered outboard of the erosion strip. There were multiple propeller fragments within a 50-foot radius of the wreckage.



Engine:

The engine received substantial damage. The entire engine assembly was pushed upwards and twisted to the right. The left bottom side of engine was covered in dirt and wood splinters from the propeller. The engine crankshaft was rotated 720 degrees with no binding noted. Valve train continuity was confirmed and there was thumb compression and suction for all four cylinders. Magnetos were removed and spark confirmed at each post.



Right Wing:

There was minimal damage to the right wing. Right aileron control continuity was confirmed through its respective control cable to the cockpit.

**Tail Section:**

No damage. Control continuity for the elevator, rudder, and trim were confirmed through their respective control cables into the cockpit.



Left Wing:

Left wing received substantial damage and was broken aft. Left aileron control continuity was confirmed through its respective control cable to the cockpit.



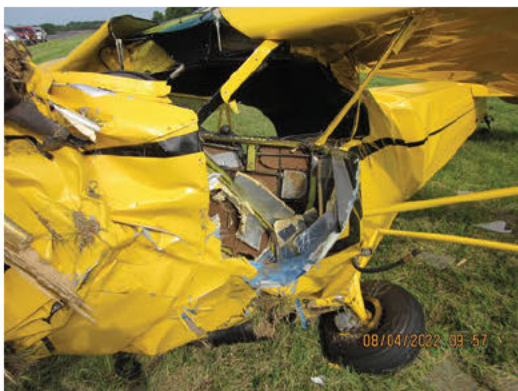
Fuselage:

Forward fuselage area and main landing gear received substantial damage.



Cockpit:

Cockpit received severely compromised. There were no shoulder harnesses installed.



Further Examination:

Louisville FSDO inspector assisted the NTSB IIC and the Piper representative in the examination of the wreckage at the accident scene. AMF recovered and relocated the aircraft to their facility in Springfield, TN.

Supporting Documentation and Witness Statements:



SPAs Pilot Info
Redacted_Jackson.pdf



SPAs Cert
Details_Jackson.pdf



N88550-SPAs Info
Page.pdf



N88550 Maintenance
Report.pdf



N88550 NTSB Prelim
Report_ERA22FA354.



Dalton Wells - REC
OF CONV Witness Sta



Dalton Wells
Statement Drawing.pc

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