



Aviation Investigation Final Report

Location:	SAVANNAH, Georgia	Accident Number:	ATL95LA082
Date & Time:	April 11, 1995, 17:50 Local	Registration:	N38E
Aircraft:	CESSNA 337G	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE AIRCRAFT COLLIDED WITH THE RUNWAY WHILE ATTEMPTING A VISUAL LANDING ON RUNWAY 9, AT SAVANNAH INTERNATIONAL AIRPORT. THE AIRCRAFT LANDED HARD AND BOUNCED WHICH RESULTED IN THE PILOT LOOSING CONTROL OF THE AIRCRAFT. THE AIRPLANE BEGAN A SERIES OF PORPOISES DOWN THE RUNWAY AFTER THE INITIAL TOUCHDOWN, WHICH TERMINATED WITH THE NOSE GEAR COLLAPSED. AT 1750, ON THE SAME DAY, THE SAVANNAH AUTOMATIC TERMINAL INFORMATION SERVICE DEPICTED THE WIND AS COMING FROM 150 DEGREES AT 9 KNOTS, WITH GUSTS TO 16 KNOTS.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S IMPROPER FLARE AND HIS IMPROPER USE OF THE FLIGHT CONTROLS DURING LANDING WHICH RESULTED IN COLLAPSE OF THE NOSE GEAR.

Findings

Occurrence #1: HARD LANDING
Phase of Operation: LANDING

Findings

1. (C) FLARE - IMPROPER - PILOT IN COMMAND
2. (F) WEATHER CONDITION - GUSTS

Occurrence #2: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: LANDING

Findings

- 3. (C) FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
- 4. (C) PORPOISE/PILOT-INDUCED OSCILLATION - INADVERTENT - PILOT IN COMMAND
- 5. (C) RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

- 6. (F) TERRAIN CONDITION - RUNWAY

Occurrence #4: NOSE GEAR COLLAPSED
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

- 7. (C) LANDING GEAR, NOSE GEAR - OVERLOAD

Factual Information

On April 11, 1995, about 1750 eastern daylight time, a Cessna 337G, N38E, landed hard, bounced, then collapsed the nose landing gear at Savannah, Georgia. The airplane was operated by the pilot under the provisions of 14 CFR Part 91, and visual flight rules. Visual meteorological conditions prevailed. A flight plan was not filed for the personal flight. There were no injuries to the private pilot, who was the sole occupant, and the airplane was substantially damaged. Origination of the flight was Pontiac, Michigan, at 1235 eastern standard time, on the same day.

According to the pilot, the aircraft was high on final approach. As the airplane was approaching the touchdown point, the aircraft sank rapidly. Upon touchdown, the aircraft bounced. The pilot then added power. The airplane touched down again, and porpoised several times. The pilot then added full power and climbed a few feet above the runway. With ample landing distance remaining, the pilot decided to continue his landing attempt, and reduced power. The aircraft landed hard, again, and started a second series of porpoises which terminated with the airplane's collision with the runway. During the collision, the nose gear collapsed. At 1750, on the same day, the Savannah Automatic Terminal Information Service recorded the wind as coming from 150 degrees at 9 knots, with gusts to 16 knots.

Pilot Information

Certificate:	Private	Age:	63, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	March 23, 1995
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	1370 hours (Total, all aircraft), 982 hours (Total, this make and model), 1358 hours (Pilot In Command, all aircraft), 17 hours (Last 90 days, all aircraft), 9 hours (Last 30 days, all aircraft), 6 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N38E
Model/Series:	337G 337G	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	33701798
Landing Gear Type:	Retractable - Tricycle	Seats:	5
Date/Type of Last Inspection:	Annual	Certified Max Gross Wt.:	4600 lbs
Time Since Last Inspection:		Engines:	2 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Continental
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	IO-360-GB2B
Registered Owner:	EBLING & ASSOCIATES, INC	Rated Power:	210 Horsepower
Operator:		Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Scattered / 5500 ft AGL	Visibility	15 miles
Lowest Ceiling:	Broken / 25000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	9 knots / 16 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	150°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	24°C / 16°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	PONTIAC , MI (PTK)	Type of Flight Plan Filed:	None
Destination:	STUART , FL (SUA)	Type of Clearance:	IFR
Departure Time:	12:35 Local	Type of Airspace:	Class C

Airport Information

Airport:	SAVANNAH INTERNATIONAL CAV	Runway Surface Type:	Asphalt
Airport Elevation:	51 ft msl	Runway Surface Condition:	Dry
Runway Used:	9	IFR Approach:	None
Runway Length/Width:	9351 ft / 150 ft	VFR Approach/Landing:	Full stop

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	32.120227,-81.179229(est)

Administrative Information

Investigator In Charge (IIC):	Hicks, Preston
Additional Participating Persons:	PAUL ERICSON;
Original Publish Date:	August 23, 1995
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=3549

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).