



Aviation Investigation Final Report

Location:	SOPERTON, Georgia	Accident Number:	ATL97LA019
Date & Time:	November 26, 1996, 12:45 Local	Registration:	N7582M
Aircraft:	Cessna 175	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Minor, 1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot was conducting a full stop landing on a grass strip and did not attain the proper touch down point. He reported there was a tail wind of about 10 knots, gusting to 15 knots. He said he planned to land on the first 375 feet of the runway, but an updraft gust, during the approach and just prior to touchdown, caused the aircraft to cease its descent momentarily and prolonged the touchdown by 200 feet. He also stated that the aircraft maintained good directional control, but would not stop as quickly as needed. He said he attempted a ground loop at the end of the runway, but the aircraft responded to late to make the desired turn. The aircraft went off the departure end and into a drainage depression, then nosed over.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: failure of the pilot either to attain the proper touch down point for landing or to abort the landing while there was sufficient runway remaining. The terrain (ditch) at the end of the runway was a related factor.

Findings

Occurrence #1: OVERRUN
Phase of Operation: LANDING - ROLL

Findings

1. (C) PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND

- 2. (C) ABORTED LANDING - NOT PERFORMED - PILOT IN COMMAND
- 3. GROUND LOOP/SWERVE - ATTEMPTED - PILOT IN COMMAND

Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: LANDING - ROLL

Findings

- 4. (F) TERRAIN CONDITION - DITCH

Occurrence #3: NOSE OVER
Phase of Operation: LANDING - ROLL

Factual Information

On November 26, 1996, about 1245 eastern standard time, a Cessna 175, N7582M, overran the end of the runway at a private airstrip near Soperton, Georgia. The airplane was operated under the provisions of Title 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, his passenger received minor injuries, and the airplane was substantially damaged. Origination of the flight was Bartow, Florida, about 0900 on the same day, with a comfort and fuel stop at Waycross, Georgia.

The pilot stated that he landed on the 1500 foot grass strip to the east, the only direction possible because of the uphill slope. He reported there was a tail wind of about ten knots, gusting to 15 knots. He planned to land on the first 375 feet of the runway, but an updraft gust, during the approach and just prior to touchdown, caused the aircraft to cease its descent momentarily and prolonged the touchdown by 200 feet. He also stated that the aircraft maintained good directional control but would not stop as quickly as needed. He attempted a ground loop at the end of the runway, which resulted in going off the end into a drainage depression. The nose gear broke off and the airplane nosed over. The pilot did not report any mechanical problems with the aircraft.

Pilot Information

Certificate:	Private	Age:	64, Male
Airplane Rating(s):	Single-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 3 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	March 9, 1995
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	1769 hours (Total, all aircraft), 23 hours (Total, this make and model), 1694 hours (Pilot In Command, all aircraft), 16 hours (Last 90 days, all aircraft), 16 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N7582M
Model/Series:	175 175	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	55882
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	July 1, 1996 100 hour	Certified Max Gross Wt.:	2350 lbs
Time Since Last Inspection:	19 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	2963 Hrs	Engine Manufacturer:	Franklin
ELT:	Installed, not activated	Engine Model/Series:	6A-335-B
Registered Owner:	JOSEPH H. SCRUGGS	Rated Power:	180 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:	AMG ,200 ft msl	Distance from Accident Site:	48 Nautical Miles
Observation Time:	12:50 Local	Direction from Accident Site:	355°
Lowest Cloud Condition:	Unknown	Visibility	8 miles
Lowest Ceiling:	Overcast / 3000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	7 knots / 15 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	290°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	13°C / 7°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	WAYCROSS , GA (AYS)	Type of Flight Plan Filed:	None
Destination:	CAULEY , GA (3GA8)	Type of Clearance:	None
Departure Time:	11:58 Local	Type of Airspace:	Class G

Airport Information

Airport:	CAULEY FIELD 3GA8	Runway Surface Type:	Grass/turf
Airport Elevation:	251 ft msl	Runway Surface Condition:	Dry
Runway Used:	9	IFR Approach:	None
Runway Length/Width:	1500 ft / 150 ft	VFR Approach/Landing:	Full stop

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 Minor	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor, 1 None	Latitude, Longitude:	32.369796,-82.589996(est)

Administrative Information

Investigator In Charge (IIC):	Hicks, Preston
Additional Participating Persons:	BEOTIS WRIGHT;
Original Publish Date:	January 30, 1998
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=3808

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