



# Aviation Investigation Final Report

<b>Location:</b>	PANAMA CITY BCH, Florida	<b>Accident Number:</b>	ATL97LA089
<b>Date &amp; Time:</b>	June 22, 1997, 15:00 Local	<b>Registration:</b>	N6844E
<b>Aircraft:</b>	Cessna 175A	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation		

## Analysis

The pilot took off without checking the weather and flew to Panama City Beach with a banner. After arriving at the beach, which was about 10 miles away, the pilot received a report over the radio that there were thunderstorms in the area. He decided to return to the departure airstrip. After waiting for showers to pass over the strip, the pilot dropped his banner, and lined up for landing. He said the landing approach seemed normal until he attempted to brake after touchdown. The brakes were ineffective, and the pilot was unable to stop on the 1000 foot, wet, grass strip. The airplane went off the departure end of the strip and into a ditch.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: failure of the pilot to account for the reduced braking effectiveness on the wet/grass airstrip, which resulted in an overrun and encounter with a ditch. Factors relating to the accident were: failure of the pilot to obtain weather information before departure, the short/wet landing strip, and the ditch that was encountered.

## Findings

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

### Findings

1. (C) IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND

2. (F) WEATHER EVALUATION - INADEQUATE - PILOT IN COMMAND
  3. (F) AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - SHORT RUNWAY/LANDING AREA
  4. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - GRASS
  5. (F) AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - WET
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Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER  
Phase of Operation: LANDING - ROLL

Findings

6. (F) TERRAIN CONDITION - DITCH

## Factual Information

On June 22, 1997, at 1500 central daylight time, a Cessna 175, N6844E, collided with a ditch while on landing roll-out at Buchanan Stolport Airstrip, Panama City Beach, Florida. The banner towing airplane was operated by Aerial Ads, Inc. under the provisions of Title 14 CFR Part 91 and visual flight rules. Visual meteorological conditions prevailed at the time of the accident. The airplane was substantially damaged. The commercial pilot was not injured. There was no flight plan for this local flight which departed at 1435.

The pilot decided to take-off from the grass strip, without checking the weather, after hearing from other pilots that the weather was "good enough to fly". The pilot picked up a banner, and flew to Panama City Beach, about 10 miles to the east of the departure airstrip. There were reports over the radio that there were thunderstorms in the area, so all the banner towing airplanes, including N6844E, decided to return to their departure fields. Buchanan Stolport was a grass strip approximately 1000 feet long. It was wet because light showers had passed through the area since the pilot's departure. After waiting for the shower to pass, the pilot overflew the field and dropped his banner. When he circled and attempted to make a normal landing on the wet grass, he was unable to slow the airplane down and went off the end of the runway into a ditch. The nose wheel collapsed, and the firewall was damaged. There was also structural damage to the right horizontal stabilizer.

### Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	25, Male
<b>Airplane Rating(s):</b>	Single-engine land; Multi-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	February 20, 1997
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	528 hours (Total, all aircraft), 179 hours (Total, this make and model), 437 hours (Pilot In Command, all aircraft), 128 hours (Last 90 days, all aircraft), 85 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	N6844E
<b>Model/Series:</b>	175A 175A	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	56344
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	May 20, 1997 100 hour	<b>Certified Max Gross Wt.:</b>	2350 lbs
<b>Time Since Last Inspection:</b>	63 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	Lycoming
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	O-360-A1D
<b>Registered Owner:</b>	AERIAL ADS, INC.	<b>Rated Power:</b>	180 Horsepower
<b>Operator:</b>		<b>Operating Certificate(s) Held:</b>	None
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	PFN ,21 ft msl	<b>Distance from Accident Site:</b>	1 Nautical Miles
<b>Observation Time:</b>	15:00 Local	<b>Direction from Accident Site:</b>	270°
<b>Lowest Cloud Condition:</b>	Unknown	<b>Visibility</b>	6 miles
<b>Lowest Ceiling:</b>	Overcast / 5000 ft AGL	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	3 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	0°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30 inches Hg	<b>Temperature/Dew Point:</b>	25°C / 16°C
<b>Precipitation and Obscuration:</b>	Light - None - Drizzle		
<b>Departure Point:</b>	, FL (FA07)	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>		<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	14:35 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	BUCHANAN STOLPORT FA07	<b>Runway Surface Type:</b>	Grass/turf
<b>Airport Elevation:</b>	20 ft msl	<b>Runway Surface Condition:</b>	Wet
<b>Runway Used:</b>	36	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	1000 ft / 50 ft	<b>VFR Approach/Landing:</b>	Traffic pattern

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 None	<b>Latitude, Longitude:</b>	30.200407,-85.789237(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Hicks, Preston
<b>Additional Participating Persons:</b>	THOMAS L MILLER; REGAN H CAMPBELL;
<b>Original Publish Date:</b>	December 15, 1997
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	
<b>Investigation Docket:</b>	<a href="https://data.ntsb.gov/Docket?ProjectID=3863">https://data.ntsb.gov/Docket?ProjectID=3863</a>

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