



Aviation Investigation Final Report

Location:	CHESAPEAKE, Virginia	Accident Number:	NYC00LA196
Date & Time:	July 11, 2000, 16:58 Local	Registration:	N2574S
Aircraft:	Cessna 337C	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The non-instrument rated pilot observed precipitation and low clouds along his route of flight, and chose to divert to an airport. While landing at the airport, he observed varying winds. He encountered a tailwind and heard the stall warning horn activate. He added power and completely retracted the flaps, with the intent to go-around, but the airplane contacted the runway and traveled off the right side. At the time of the accident, reported winds indicated a tailwind of 10 knots, gusting to 14 knots. Reported winds up to 1 hour prior to the accident indicated a tailwind for that particular runway. Review of the make and model airplane handbook revealed that during a go-around, pilots should partially retract the flaps first, establish an airspeed of 80 knots, then slowly retract the remaining flaps.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to follow the published go-around procedure. Factors were the pilot's improper evaluation of the wind conditions, and a tailwind.

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: GO-AROUND (VFR)

Findings

1. (F) WEATHER CONDITION - TAILWIND

2. (C) PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
3. (F) WEATHER EVALUATION - IMPROPER - PILOT IN COMMAND

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

Factual Information

On July 11, 2000, at 1658 Eastern Daylight Time, a Cessna 337C, N2574S, was substantially damaged during a go-around at Chesapeake Regional Airport (CPK), Chesapeake, Virginia. The certificated private pilot and passenger were not injured. Visual meteorological conditions prevailed at CPK, and no flight plan was filed for the personal flight conducted under 14 CFR Part 91. The flight departed Georgetown County Airport, Georgetown, South Carolina, about 1445; and was destined for Pottstown Municipal Airport, Pottstown, Pennsylvania.

The pilot stated that he received a weather briefing from an Automated Flight Service Station about 1430. He was advised of some deteriorating weather over North Carolina, but not Virginia. While flying over Virginia, he encountered precipitation and low clouds. The pilot was not instrument rated, and chose to divert to CPK.

While on final approach to Runway 23 at CPK, the pilot observed varying wind conditions. He encountered a tailwind, and heard the stall warning horn activate. He added power and completely retracted the flaps, with the intent to go-around, but the airplane contacted the runway and traveled off the right side. It came to rest about 30 feet off to the right side of the runway in a swampy area.

Examination of the wreckage by a Federal Aviation Administration (FAA) inspector revealed damage to both wings and the fuselage.

Review of a Cessna 337 FAA Approved Airplane Flight Manual revealed:

"Balked Landing (go-around)

(1) Power - FULL THROTTLE and 2800 RPM. (2) Wing Flaps - RETRACT to 1/3 DOWN. (3) Airspeed - 80 KIAS. (4) Wing Flaps - RETRACT slowly (5) Cowl Flaps - OPEN."

The reported weather at CPK, at 1658, was: winds from 050 degrees at 10 knots, gusting to 14 knots; visibility 5 miles; scattered clouds at 2,100 feet; scattered clouds at 3,200 feet; broken ceiling at 4,600 feet; temperature 81 degrees Fahrenheit; dewpoint 75 degrees; altimeter 29.85 inches of mercury.

The reported winds at CPK prior to the accident were:

050 degrees at 6 knots, at 1638; 040 degrees at 4 knots, at 1618; 020 degrees at 3 knots, at 1600.

On July 18, 2000, the Safety Board investigator-in-charge sent a written request for a cassette

tape copy of communications between the pilot and Flight Service to a FAA inspector. The data expired before the FAA inspector was able to secure it.

Pilot Information

Certificate:	Commercial	Age:	46,U
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	Helicopter	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	June 15, 2000
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	442 hours (Total, all aircraft), 16 hours (Total, this make and model), 277 hours (Pilot In Command, all aircraft), 17 hours (Last 90 days, all aircraft), 9 hours (Last 30 days, all aircraft), 7 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N2574S
Model/Series:	337C 337C	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	337-0874
Landing Gear Type:	Retractable - Tricycle	Seats:	5
Date/Type of Last Inspection:	July 5, 2000 Annual	Certified Max Gross Wt.:	4400 lbs
Time Since Last Inspection:	10 Hrs	Engines:	2 Reciprocating
Airframe Total Time:	2440 Hrs	Engine Manufacturer:	Continental
ELT:	Installed, not activated	Engine Model/Series:	IO-360
Registered Owner:	BERNARD W. LOEB	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:	CPK ,20 ft msl	Distance from Accident Site:	
Observation Time:	16:58 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Scattered / 2100 ft AGL	Visibility	5 miles
Lowest Ceiling:	Broken / 4600 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	10 knots / 14 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	50°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	27°C / 24°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	GEORGETOWN , SC (GGE)	Type of Flight Plan Filed:	None
Destination:	POTTSTOWN , PA (N47)	Type of Clearance:	None
Departure Time:	14:45 Local	Type of Airspace:	Class G

Airport Information

Airport:	CHESAPEAKE REGIONAL CPK	Runway Surface Type:	Asphalt
Airport Elevation:	20 ft msl	Runway Surface Condition:	Wet
Runway Used:	23	IFR Approach:	None
Runway Length/Width:	5500 ft / 100 ft	VFR Approach/Landing:	Go around;Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	36.669925,-76.299278(est)

Administrative Information

Investigator In Charge (IIC):	Gretz, Robert
Additional Participating Persons:	MAURICE D DACEY; RICHMOND , VA
Original Publish Date:	March 2, 2001
Last Revision Date:	
Investigation Class:	Class
Note:	The NTSB traveled to the scene of this accident.
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=49684

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](#).