



Aviation Investigation Final Report

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| Location: | Garrettsville, Ohio | Accident Number: | NYC01LA180 |
| Date & Time: | July 20, 2001, 13:30 Local | Registration: | N113JV |
| Aircraft: | Cessna TU206G | Aircraft Damage: | Substantial |
| Defining Event: | | Injuries: | 2 Minor |
| Flight Conducted Under: | Part 91: General aviation - Personal | | |

Analysis

The pilot returned to his private airstrip, landed on the concrete runway, but was unable to stop. The airplane traveled off the end of the airstrip, through a fence, and came to rest again the pilot's house. His airstrip was approximately 1,000 feet msl, 2,700 feet long, oriented from east to west. The initial 2,000 feet was comprised of grass, and remainder was comprised of concrete. The concrete portion of the runway was contaminated with buckshot. The reported wind and temperature at an airport approximately 10 miles away was 130 degrees at 11 knots, gusting to 14 knots, and 84F. Review of a make and model information manual revealed that the minimum short field landing ground roll was 720 feet for the destination airstrip. Density altitude and tailwind components were not factored into the ground roll calculation.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The airstrip owner/pilot's failure to use all of the available runway. Factors were a tailwind condition and a contaminated runway.

Findings

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

Findings

1. (F) WEATHER CONDITION - TAILWIND

2. (F) AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - LOOSE OBJECTS
3. (C) ALL AVAILABLE RUNWAY - NOT USED - PILOT IN COMMAND

Occurrence #2: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: LANDING - ROLL

Findings

4. OBJECT - FENCE
5. OBJECT - RESIDENCE

Factual Information

On July 20, 2001, about 1330 eastern daylight time, a Cessna TU206G, N113JV, was substantially damaged while landing at a private airstrip in Garrettsville, Ohio. The certificated private pilot and passenger sustained minor injuries. Visual meteorological conditions prevailed for the flight that departed Carroll County Airport (TSO), Carrollton, Ohio. No flight plan was filed for the personal flight conducted under 14 CFR Part 91.

The pilot stated that he purchased fuel at TSO, and returned to his private airstrip. During the landing, he touched down on the concrete airstrip, but was unable to stop. The airplane traveled off the end of the airstrip, through a fence, and came to rest against the pilot's house.

According to a Federal Aviation Administration inspector, landing to the west, the private airstrip was comprised of approximately 2,000 feet of grass, followed by 700 feet of concrete. At the end of the concrete was the fence and house. The pilot landed to the west, but did not utilize any of the grass area during the landing. Additionally, the inspector observed that the concrete strip was contaminated with buckshot. He added that a skeet shooting range was in the vicinity of the airstrip.

The reported wind at an airport approximately 10 miles east of the accident site, at 1351, was from 130 degrees at 11 knots, gusting to 14 knots. The reported temperature at that airport was 84 degrees F. The pilot stated his airstrip was at an elevation of 1,000 feet msl.

Review of a Cessna TU206G Information Manual revealed a landing ground roll of 720 feet: with flaps set to 40 degrees, idle power, maximum braking, using a paved level dry runway, zero wind, and a pressure altitude of 1,000 feet msl. Density altitude and a tailwind component were not factored into the ground roll. However, the manual stated to increase landing distances by 10 percent for each 2.5 knots of tailwind.

Pilot Information

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| Certificate: | Private | Age: | 77, 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--no waivers/lim. | Last FAA Medical Exam: | August 24, 1999 |
| Occupational Pilot: | UNK | Last Flight Review or Equivalent: | April 5, 2001 |
| Flight Time: | 2573 hours (Total, all aircraft), 2000 hours (Total, this make and model), 2400 hours (Pilot In Command, all aircraft), 25 hours (Last 90 days, all aircraft) | | |

Aircraft and Owner/Operator Information

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|--------------------------------------|--|---------------------------------------|-----------------|
| Aircraft Make: | Cessna | Registration: | N113JV |
| Model/Series: | TU206G | Aircraft Category: | Airplane |
| Year of Manufacture: | | Amateur Built: | |
| Airworthiness Certificate: | Normal | Serial Number: | U20605418 |
| Landing Gear Type: | Tricycle | Seats: | 6 |
| Date/Type of Last Inspection: | April 11, 2001 Annual | Certified Max Gross Wt.: | 3618 lbs |
| Time Since Last Inspection: | 11 Hrs | Engines: | 1 Reciprocating |
| Airframe Total Time: | 1980 Hrs at time of accident | Engine Manufacturer: | Continental |
| ELT: | Installed, activated, did not aid in locating accident | Engine Model/Series: | TSIO-520 |
| Registered Owner: | Albert M. Spolarich | Rated Power: | 310 Horsepower |
| Operator: | | Operating Certificate(s) Held: | None |

Meteorological Information and Flight Plan

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|---|----------------------------------|---|-------------------|
| Conditions at Accident Site: | Visual (VMC) | Condition of Light: | Day |
| Observation Facility, Elevation: | YNG,1190 ft msl | Distance from Accident Site: | 10 Nautical Miles |
| Observation Time: | 13:51 Local | Direction from Accident Site: | 100° |
| Lowest Cloud Condition: | Few / 5000 ft AGL | Visibility | 7 miles |
| Lowest Ceiling: | None | Visibility (RVR): | |
| Wind Speed/Gusts: | 11 knots / 14 knots | Turbulence Type Forecast/Actual: | / |
| Wind Direction: | 130° | Turbulence Severity Forecast/Actual: | / |
| Altimeter Setting: | 30.07 inches Hg | Temperature/Dew Point: | 29°C / 17°C |
| Precipitation and Obscuration: | No Obscuration; No Precipitation | | |
| Departure Point: | Carrollton, OH (TSO) | Type of Flight Plan Filed: | None |
| Destination: | Garrettsville, OH (NONE) | Type of Clearance: | None |
| Departure Time: | 12:30 Local | Type of Airspace: | Class G |

Airport Information

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|-----------------------------|-----------------------|----------------------------------|-----------------------|
| Airport: | Private Airstrip NONE | Runway Surface Type: | Concrete |
| Airport Elevation: | 1000 ft msl | Runway Surface Condition: | Dry |
| Runway Used: | 27 | IFR Approach: | None |
| Runway Length/Width: | 2700 ft / 150 ft | VFR Approach/Landing: | Full stop;Straight-in |

Wreckage and Impact Information

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|----------------------------|---------|-----------------------------|---------------------------|
| Crew Injuries: | 1 Minor | Aircraft Damage: | Substantial |
| Passenger Injuries: | 1 Minor | Aircraft Fire: | None |
| Ground Injuries: | N/A | Aircraft Explosion: | None |
| Total Injuries: | 2 Minor | Latitude, Longitude: | 41.280078,-81.089515(est) |

Administrative Information

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| Investigator In Charge (IIC): | Gretz, Robert |
| Additional Participating Persons: | Robert Dale; FAA FSDO-25; Cleveland, OH |
| Original Publish Date: | February 20, 2002 |
| Last Revision Date: | |
| Investigation Class: | Class |
| Note: | The NTSB traveled to the scene of this accident. |
| Investigation Docket: | https://data.ntsb.gov/Docket?ProjectID=52766 |

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](#).