



# Aviation Investigation Final Report

<b>Location:</b>	Fairhope, Alabama	<b>Accident Number:</b>	MIA02LA035
<b>Date &amp; Time:</b>	November 20, 2001, 08:00 Local	<b>Registration:</b>	N7095E
<b>Aircraft:</b>	Cessna 175A	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

The pilot stated he departed Fairhope with a planned destination of Monroeville, Alabama. The winds were calm during departure and he took off to the south. After flying about 5 miles toward the destination, the weather became bad and he elected to return to the departure airport. He approached to land to the south and during approach wind gust from the north increased his touchdown speed. The runway was also wet do to recent rain showers and he had poor braking action. About midway down the runway he realized the airplane was not stopping and he did not have enough runway to abort the landing. He saw cars driving on the highway at the end of the runway. When he reached the end of the runway, he applied full left rudder and full engine power, in an attempt to ground loop the airplane. The airplane turned 90 degrees to the left and slid sideways. The airplane slid into a ditch and the right main gear collapsed. The airplane came to a stop with the right wing hanging over the highway.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to check wind conditions prior to landing resulting in a landing with a tailwind, on a wet runway, and damage to the airplane during a ground loop in an attempt to stop the airplane before over running the runway.

## Findings

Occurrence #1: GEAR COLLAPSED  
Phase of Operation: LANDING - ROLL

#### Findings

1. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - WET
2. WEATHER CONDITION - TAILWIND
3. (C) WIND INFORMATION - NOT ATTAINED - PILOT IN COMMAND
4. GROUND LOOP/SWERVE - INTENTIONAL - PILOT IN COMMAND
5. LANDING GEAR,MAIN GEAR - OVERLOAD

## Factual Information

On November 20, 2001, about 0800 central standard time, a Cessna 175A, N7095E, registered to an individual, collapsed the right main landing gear and damaged the right wing while stopping the airplane after a run on landing at Klumpp Field, Fairhope, Alabama, while on a 14 CFR Part 91 personal flight. Visual meteorological conditions prevailed at the time and no flight plan was filed. The airplane received substantial damage and the private-rated pilot and one passenger were not injured. The flight originated from Fairhope, the same day, about 0750.

The pilot stated he departed Fairhope with a planned destination of Monroeville, Alabama. The winds were calm during departure and he took off to the south. After flying about 5 miles toward the destination, the weather became bad and he elected to return to the departure airport. He approached to land to the south and during approach wind gust from the north increased his touchdown speed. The runway was also wet due to recent rain showers and he had poor braking action. About midway down the runway he realized the airplane was not stopping and he did not have enough runway to abort the landing. He saw cars driving on the highway at the end of the runway. When he reached the end of the runway, he applied full left rudder and full engine power, in an attempt to ground loop the airplane. The airplane turned 90 degrees to the left and slid sideways. The airplane slid into a ditch and the right main gear collapsed. The airplane came to a stop with the right wing hanging over the highway.

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	64, Male
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Valid Medical--w/ waivers/lim	<b>Last FAA Medical Exam:</b>	June 26, 2001
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	July 22, 2001
<b>Flight Time:</b>	464 hours (Total, all aircraft), 127 hours (Total, this make and model), 417 hours (Pilot In Command, all aircraft), 13 hours (Last 90 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	N7095E
<b>Model/Series:</b>	175A	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	56595
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	February 4, 2001 Annual	<b>Certified Max Gross Wt.:</b>	2350 lbs
<b>Time Since Last Inspection:</b>	55 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	2422 Hrs at time of accident	<b>Engine Manufacturer:</b>	Continental
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	GO-300-C
<b>Registered Owner:</b>	Dwane F. Lawrence	<b>Rated Power:</b>	175 Horsepower
<b>Operator:</b>		<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Instrument (IMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	BFM,75 ft msl	<b>Distance from Accident Site:</b>	12 Nautical Miles
<b>Observation Time:</b>	07:53 Local	<b>Direction from Accident Site:</b>	300°
<b>Lowest Cloud Condition:</b>	Scattered / 1000 ft AGL	<b>Visibility</b>	5 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	4 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	250°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30.06 inches Hg	<b>Temperature/Dew Point:</b>	17°C / 17°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Fairhope, AL (AL78)	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Fairhope, AL (AL78)	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	07:50 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	Klumpp Field AL78	<b>Runway Surface Type:</b>	Grass/turf
<b>Airport Elevation:</b>	111 ft msl	<b>Runway Surface Condition:</b>	Wet
<b>Runway Used:</b>	18	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	2200 ft / 200 ft	<b>VFR Approach/Landing:</b>	Straight-in

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	2 None	<b>Latitude, Longitude:</b>	30.461666,-87.900001

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Kennedy, Jeff
<b>Additional Participating Persons:</b>	Clay Perkins; FAA FSDO; Birmingham, AL
<b>Original Publish Date:</b>	February 20, 2002
<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=53821">https://data.ntsb.gov/Docket?ProjectID=53821</a>

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](#).