



# Aviation Investigation Final Report

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<b>Location:</b>	Panacea, Florida	<b>Accident Number:</b>	ERA12CA111
<b>Date &amp; Time:</b>	December 16, 2011, 17:15 Local	<b>Registration:</b>	N99576
<b>Aircraft:</b>	Ercoupe 415-C	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Runway excursion	<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

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## Analysis

According to the pilot, he was on the final approach leg of the traffic pattern at 80 mph. During the landing roll on the 2,590-foot, turf runway, the pilot applied the brakes, but the airplane continued off the end of the runway, impacted a fence, and came to rest in a nose-low position, sustaining substantial damage to the wing spars. Examination of the wreckage, which included an operational check of the wheel braking system, revealed no preaccident mechanical malfunctions or failures that would have precluded normal operation of the airplane.

According to the Ercoupe Instruction Manual, the recommended landing approach airspeed was "between 60 and 70 mph." The instruction manual also indicated that landing the airplane at a higher airspeed and applying the brakes "will require decidedly less overall distance than it would if the airplane were held off the ground until minimum speed had been reached." A published landing distance table for the airplane indicated that, with an approach speed of 75 mph, the landing distance over a 50-foot obstruction on a paved runway would be about 1,800 feet.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot did not attain the proper touchdown point during landing, which resulted in a runway overrun.

## Findings

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**Personnel issues**

Incorrect action performance - Pilot

**Aircraft**

Descent/approach/glide path - Not attained/maintained

## Factual Information

### History of Flight

Landing-landing roll	Runway excursion (Defining event)
Landing-landing roll	Collision during takeoff/land

### Pilot Information

Certificate:	Private	Age:	78, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Sport pilot None	Last FAA Medical Exam:	
Occupational Pilot:	No	Last Flight Review or Equivalent:	June 1, 2011
Flight Time:	2119 hours (Total, all aircraft), 284 hours (Total, this make and model), 2119 hours (Pilot In Command, all aircraft), 8 hours (Last 90 days, all aircraft), 5 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

Aircraft Make:	Ercoupe	Registration:	N99576
Model/Series:	415-C	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	2199
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	December 1, 2010 Annual	Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	3303 Hrs as of last inspection	Engine Manufacturer:	CONT MOTOR
ELT:	Installed, not activated	Engine Model/Series:	A&C75 SERIES
Registered Owner:	LOUMAKIS KYRIAKOS J	Rated Power:	75 Horsepower
Operator:	LOUMAKIS KYRIAKOS J	Operating Certificate(s) Held:	None

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	TLH,81 ft msl	<b>Distance from Accident Site:</b>	25 Nautical Miles
<b>Observation Time:</b>	16:53 Local	<b>Direction from Accident Site:</b>	360°
<b>Lowest Cloud Condition:</b>	Scattered / 4600 ft AGL	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	Broken / 6000 ft AGL	<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>	30.17 inches Hg	<b>Temperature/Dew Point:</b>	24°C / 14°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Chamblee, GA (PDK )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Panacea, FL (2J0 )	<b>Type of Clearance:</b>	VFR
<b>Departure Time:</b>	14:30 Local	<b>Type of Airspace:</b>	

## Airport Information

<b>Airport:</b>	Wakulla County Airport 2J0	<b>Runway Surface Type:</b>	Grass/turf
<b>Airport Elevation:</b>	11 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	18	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	2590 ft / 70 ft	<b>VFR Approach/Landing:</b>	Full stop

## 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>	29.989444,-84.390556(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Hicks, Ralph
<b>Additional Participating Persons:</b>	Paul E Kahler; FAA/FSDO; Tampa, FL
<b>Original Publish Date:</b>	April 4, 2012
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	This accident report documents the factual circumstances of this accident as described to the NTSB.
<b>Investigation Docket:</b>	<a href="https://data.ntsb.gov/Docket?ProjectID=82533">https://data.ntsb.gov/Docket?ProjectID=82533</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](#).