



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	WILMINGTON, NC	<b>Accident Number:</b>	ATL93LA141
<b>Date &amp; Time:</b>	08/01/1993, 1330 EDT	<b>Registration:</b>	N6255R
<b>Aircraft:</b>	CESSNA 150F	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None

**Flight Conducted Under:** Part 91: General Aviation - Personal

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## Analysis

ACCORDING TO THE PILOT, THE AIRPLANE NOSED OVER DURING THE LANDING ROLL ON A SOD AIRSTRIP. DURING ROLL OUT THE NOSE WHEEL COLLIDED WITH A SOFT SPOT ON THE SOD SURFACE. EXAMINATION OF THE AIRSTRIP SURFACE REVEALED A HIDDEN SOFT SPOT BENEATH THE GRASS IN THE VICINITY WHERE THE AIRPLANE NOSED OVER.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: A HIDDEN SOFT SPOT ON THE RUNWAY THAT RESULTED IN A NOSE OVER OF THE AIRPLANE DURING A LANDING ROLL.

## Findings

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Occurrence #1: NOSE OVER  
Phase of Operation: LANDING - ROLL

### Findings

1. (C) TERRAIN CONDITION - SOFT

## Factual Information

On August 1, 1993, at 1330 eastern daylight time, a Cessna 150, N6255R, landed long and nosed over on a sod airstrip near Wilmington, North Carolina. The personal flight operated under 14 CFR Part 91 with no flight plan filed. Visual weather conditions prevailed at the time of the accident. The airplane was substantially damaged and the pilot was not injured. The time the flight departed Wilmington was not determined.

During the landing rollout, the nose wheel hit a soft spot in the runway surface and nosed over. Examination of the sod surface disclosed an undetectable soft section beneath the grass covering in the vicinity of the nose gear collision.

## Pilot Information

<b>Certificate:</b>	Airline Transport	<b>Age:</b>	27, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	Airplane Multi-engine; Airplane Single-engine; Instrument Airplane	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 1 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	08/06/1993
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	2494 hours (Total, all aircraft), 566 hours (Total, this make and model), 2410 hours (Pilot In Command, all aircraft), 181 hours (Last 90 days, all aircraft), 68 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N6255R
Model/Series:	150F 150F	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Utility	Serial Number:	15061555
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	03/30/1993, Annual	Certified Max Gross Wt.:	1750 lbs
Time Since Last Inspection:	53 Hours	Engines:	1 Reciprocating
Airframe Total Time:	2231 Hours	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	O-320-A2B
Registered Owner:	CROWDER, JEFFERSON M. K.	Rated Power:	150 hp
Operator:	CROWDER, JEFFERSON M. K.	Operating Certificate(s) Held:	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	ILM, 12 ft msl	Distance from Accident Site:	10 Nautical Miles
Observation Time:	1052 EDT	Direction from Accident Site:	195°
Lowest Cloud Condition:	Scattered / 5500 ft agl	Visibility	15 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	3 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	220°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	32° C / 17° C
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1315 EDT	Type of Airspace:	Class G

## Airport Information

Airport:	PRIVATE (NONE)	Runway Surface Type:	Grass/turf
Airport Elevation:	12 ft	Runway Surface Condition:	Dry
Runway Used:	24	IFR Approach:	None
Runway Length/Width:	4000 ft / 100 ft	VFR Approach/Landing:	Full Stop

## Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	

## Administrative Information

Investigator In Charge (IIC):	PHILLIP POWELL	Report Date:	10/20/1994
Additional Participating Persons:	LARRY LAMBERT; RALEIGH, NC		
Publish Date:			
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.ntsbt.gov/pubdms/">http://dms.ntsbt.gov/pubdms/</a> .		

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The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).