



## National Transportation Safety Board Aviation Accident Factual Report

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<b>Location:</b>	Lawrenceville, GA	<b>Accident Number:</b>	MIA02LA077
<b>Date &amp; Time:</b>	04/02/2002, 1600	<b>Registration:</b>	N6613G
<b>Aircraft:</b>	Cessna 150L	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 Serious
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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On April 2, 2002, about 1600 eastern standard time, a Cessna 150L, N6613G, registered to a private individual, operating as a Title 14 CFR Part 91 personal flight, crashed while attempting a landing at Lawrenceville, Georgia. Visual meteorological conditions prevailed, and no flight plan was filed. The aircraft received substantial damage, and the airline transport-rated pilot, the sole occupant, sustained serious injuries. The flight departed Jefferson, Georgia, about 30 minutes before the accident.

According to the pilot, the aircraft had been modified to a tail wheel configuration. His landing roll-out on runway 25 at Gwinnett County-Briscoe Field was abandoned because a left crosswind caused the pilot to touch down right of centerline, and the airplane was a "little unstable". He added power, became airborne to realign with the centerline, and attempted a second flare and touchdown when his tail skewed left about 30 degrees off runway heading. The aircraft left the runway off the right edge into the grass. He immediately added power for a go around, retracted flaps to 30 degrees, and pitched the nose up to get the landing gear off the grass. He next heard tree branches hit the aircraft, the left wing dropped, and the aircraft impacted the terrain in a 15- to 20-foot deep ravine adjacent to and downwind of the runway. The pilot stated no mechanical malfunction or failure of the aircraft or its components existed prior to the crash. Reported surface winds at the airport at the time of the accident were from 170 degrees at 8 knots.

According to an FAA inspector, after the pilot lost control on his first landing touchdown and while attempting a second touchdown from the same approach, the aircraft veered about 45 degrees off runway 25 to the right, and onto a dirt/grass area. The aircraft next encountered a 12-foot deep ditch, became airborne, flew into the canopy of a small pine tree, and finally impacted the terrain in a 50-degree nose down attitude in a small wooded area in the ditch. He stated the aircraft did not have the airspeed or available power to successfully execute the go around in the configuration the pilot was using.

## Pilot Information

<b>Certificate:</b>	Airline Transport; Commercial	<b>Age:</b>	48, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land; Single-engine Sea	<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>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Expired	<b>Last FAA Medical Exam:</b>	03/30/2000
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	11/30/2000
<b>Flight Time:</b>	2189 hours (Total, all aircraft), 1608 hours (Total, this make and model), 2050 hours (Pilot In Command, all aircraft), 71 hours (Last 90 days, all aircraft), 27 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	N6613G
<b>Model/Series:</b>	150L	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	15072113
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	08/21/2000, Annual	<b>Certified Max Gross Wt.:</b>	1600 lbs
<b>Time Since Last Inspection:</b>	431 Hours	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	4264 Hours at time of accident	<b>Engine Manufacturer:</b>	Continental
<b>ELT:</b>	Installed, activated, did not aid in locating accident	<b>Engine Model/Series:</b>	O-200A
<b>Registered Owner:</b>	Gary G. Runnells	<b>Rated Power:</b>	100 hp
<b>Operator:</b>	Gary G. Runnells	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	LZU, 1061 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	1601 EST	Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	7 Miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	170°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.96 inches Hg	Temperature/Dew Point:	24° C / 9° C
Precipitation and Obscuration:			
Departure Point:	Jefferson, GA (19A)	Type of Flight Plan Filed:	None
Destination:	Lawrenceville, GA (LZU)	Type of Clearance:	None
Departure Time:	1530 EST	Type of Airspace:	Class E

## Airport Information

Airport:	Gwinnett County Briscoe Field (LZU)	Runway Surface Type:	Asphalt
Airport Elevation:	1061 ft	Runway Surface Condition:	Dry
Runway Used:	25	IFR Approach:	None
Runway Length/Width:	6000 ft / 100 ft	VFR Approach/Landing:	Full Stop

## Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Serious	Latitude, Longitude:	33.978333, -83.962500

## Administrative Information

Investigator In Charge (IIC):	Alan C Stone
Additional Participating Persons:	Ray Belcher; FSDO FAA; Atlanta, GA Robert August; Cessna Aircraft Co.; Wichita, KS
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.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .