



# National Transportation Safety Board Aviation Accident Final Report

---

<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		

---

## Analysis

While landing runway 25 at Gwinnett County-Briscoe Field, the pilot stated the aircraft, "was a little unstable", so he added power for a second touchdown attempt. Following his second touchdown, the tail of the aircraft skewed, "about 30 degrees [left] and shot on the grass". He added power, retracted flaps to 30 degrees, and pulled the main landing gear off the ground. He next heard tree branches impact the aircraft, and the aircraft impacted the terrain. The pilot stated no malfunctions or failures of the aircraft existed prior to the accident. The FAA inspector stated the aircraft did not have the airspeed or available power to successfully execute a go around in the configuration the aircraft wreckage was found.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to maintain directional control while landing and during his subsequent attempt at a go around, resulting in collision with a tree and impact with the terrain.

## Findings

---

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER  
Phase of Operation: LANDING

### Findings

1. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND  
-----

Occurrence #2: LOSS OF CONTROL - IN FLIGHT  
Phase of Operation: GO-AROUND (VFR)

### Findings

2. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND  
-----

Occurrence #3: IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation: GO-AROUND (VFR)

### Findings

3. OBJECT - TREE(S)

## Factual Information

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

Aircraft Make:	Cessna	Registration:	N6613G
Model/Series:	150L	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	15072113
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	08/21/2000, Annual	Certified Max Gross Wt.:	1600 lbs
Time Since Last Inspection:	431 Hours	Engines:	1 Reciprocating
Airframe Total Time:	4264 Hours at time of accident	Engine Manufacturer:	Continental
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	O-200A
Registered Owner:	Gary G. Runnells	Rated Power:	100 hp
Operator:	Gary G. Runnells	Operating Certificate(s) Held:	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

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

## Administrative Information

**Investigator In Charge (IIC):** Alan C Stone **Report Date:** 08/28/2002

**Additional Participating Persons:** Ray Belcher; FSDO FAA; Atlanta, GA  
Robert August; Cessna Aircraft Co.; Wichita, KS

### 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 [pubinq@ntsb.gov](mailto:pubinq@ntsb.gov), or at 800-877-6799. Dockets released after this date are available at <http://dms.nts.gov/pubdms/>.

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

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](#).