



# National Transportation Safety Board Aviation Accident Final Report

<b>Location:</b>	Cartersville, GA	<b>Accident Number:</b>	ERA14CA277
<b>Date &amp; Time:</b>	06/02/2014, 1120 EDT	<b>Registration:</b>	N30820
<b>Aircraft:</b>	CESSNA 177B	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Loss of control on ground	<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Analysis

The pilot reported that he had intended to perform a touch-and-go landing in to the wind; however, traffic was landing and departing in the opposite direction on the 5,760-foot-long, 100-foot-wide, asphalt runway. The pilot then listened to the automated surface observation system, which indicated the wind was variable and he elected to land in the direction of the other traffic. During short final approach, the pilot noticed his airspeed was about 10 mph faster than normal and the airplane bounced after touchdown. The pilot added power to cushion the second bounce and the airplane began to drift left toward the left side of the runway. Before he could correct for the drift, the airplane bounced a second time. The pilot then added full power to perform a go-around, but the airplane struck a runway sign off the left side of the runway and came to rest upright in a grass area between the runway and taxiway. The pilot further stated that winds were light and variable and that there were no preimpact mechanical malfunctions with the airplane. Examination of the airplane by a Federal Aviation Administration inspector revealed damage to the firewall and horizontal stabilizer. The recorded wind at the airport, about 30 minutes before and after the accident, was a right crosswind at 6 knots with a 10-degree tailwind component.

## 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 during a go-around after landing.

## Findings

<b>Aircraft</b>	Directional control - Not attained/maintained (Cause)
<b>Personnel issues</b>	Aircraft control - Pilot (Cause)
<b>Environmental issues</b>	Tailwind - Contributed to outcome Sign/marker - Contributed to outcome

## Factual Information

### History of Flight

<b>Landing-aborted after touchdown</b>	Loss of control on ground (Defining event) Runway excursion Collision with terr/obj (non-CFIT)
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### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	63
<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 Without Waivers/Limitations	<b>Last Medical Exam:</b>	03/28/2014
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	10/05/2013
<b>Flight Time:</b>	321 hours (Total, all aircraft), 260 hours (Total, this make and model), 256 hours (Pilot In Command, all aircraft), 3 hours (Last 90 days, all aircraft), 3 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Manufacturer:</b>	CESSNA	<b>Registration:</b>	N30820
<b>Model/Series:</b>	177B	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	17701483
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	04/21/2014, Annual	<b>Certified Max Gross Wt.:</b>	2500 lbs
<b>Time Since Last Inspection:</b>	3 Hours	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	2865 Hours	<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	C91 installed, not activated	<b>Engine Model/Series:</b>	O-360
<b>Registered Owner:</b>	JULIUS JAMES D	<b>Rated Power:</b>	180 hp
<b>Operator:</b>	JULIUS JAMES D	<b>Air Carrier Operating Certificate:</b>	None

## Meteorological Information and Flight Plan

Observation Facility, Elevation:	VPC, 759 ft msl	Observation Time:	1053 EDT
Distance from Accident Site:	0 Nautical Miles	Condition of Light:	Day
Direction from Accident Site:	0°	Conditions at Accident Site:	Visual Conditions
Lowest Cloud Condition:	Clear	Temperature/Dew Point:	
Lowest Ceiling:	None	Visibility	10 Miles
Wind Speed/Gusts, Direction:	6 knots, 110°	Visibility (RVR):	
Altimeter Setting:		Visibility (RVV):	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Dallas, GA (PUJ)	Type of Flight Plan Filed:	None
Destination:	Cartersville, GA (VPC)	Type of Clearance:	None
Departure Time:	1100 EDT	Type of Airspace:	

## Airport Information

Airport:	Cartersville Airport (VPC)	Runway Surface Type:	Asphalt
Airport Elevation:	759 ft	Runway Surface Condition:	Dry
Runway Used:	01	IFR Approach:	None
Runway Length/Width:	5760 ft / 100 ft	VFR Approach/Landing:	Touch and Go; Traffic Pattern

## Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None		

## Administrative Information

Investigator In Charge (IIC):	Robert J Gretz	Adopted Date:	06/18/2014
Additional Participating Persons:	Mark Astin; FAA/FSDO; Atlanta, GA		
Publish Date:	07/09/2015		
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.		
Investigation Docket:	<a href="http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=89355">http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=89355</a>		

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