



Aviation Investigation Final Report

Location:	Clarksville, Tennessee	Accident Number:	GAA18CA260
Date & Time:	May 6, 2018, 15:25 Local	Registration:	N5419E
Aircraft:	Cessna 182	Aircraft Damage:	Substantial
Defining Event:	Landing area overshoot	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

According to the pilot, the weather began to deteriorate during the previous approach and the airplane encountered updrafts and downdrafts. Additionally, he noticed that it had begun to rain, and he aborted the landing. He reported that, during the next approach, there was a variable crosswind and that the updrafts and downdrafts continued. He added that, during the landing roll, the wind direction may have shifted to a tailwind and that the brakes did not have "the normal stopping effect." The airplane overran the runway and struck a fence before coming to rest on a public road.

The airplane sustained substantial damage to the left-wing spar.

Ten minutes before the accident, the METAR at the airport reported that the wind was from 260° at 9 knots and lightning was in the distance from the west to northeast.

About the time of the accident, the wind was from 350° at 24 knots, gusting to 33 knots with a peak wind from 350° at 33 knots and lightning in the distance from the west to northeast.

Ten minutes after the accident, the METAR reported that the wind was from 10° at 20 knots, gusting to 31 knots with a peak wind from 350° at 33 knots and shifting and lightening in all quadrants with thunderstorms and light rain. The pilot landed the airplane on runway 23.

The pilot reported that there were no mechanical malfunctions or failures with the airplane that would have precluded normal operation.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

The pilot's decision to land with a tailwind in variable crosswind and downdraft and updraft conditions on a wet runway, which resulted in a runway overrun.

Findings

Personnel issues	Decision making/judgment - Pilot
Personnel issues	Aircraft control - Pilot
Environmental issues	Tailwind - Effect on operation
Environmental issues	Fence/fence post - Contributed to outcome
Environmental issues	Variable wind - Effect on operation
Environmental issues	Updraft - Effect on operation
Environmental issues	Downdraft - Effect on operation

Factual Information

History of Flight

Approach	Other weather encounter
Landing-landing roll	Landing area overshoot (Defining event)
Landing-landing roll	Collision with terr/obj (non-CFIT)
Landing	Runway excursion

Pilot Information

Certificate:	Commercial	Age:	76, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	3-point
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 With waivers/limitations	Last FAA Medical Exam:	September 7, 2016
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	May 29, 2017
Flight Time:	(Estimated) 4377 hours (Total, all aircraft), 918 hours (Total, this make and model), 4000 hours (Pilot In Command, all aircraft), 3 hours (Last 90 days, all aircraft), 2 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N5419E
Model/Series:	182 R	Aircraft Category:	Airplane
Year of Manufacture:	1983	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	18268317
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	December 19, 2017 100 hour	Certified Max Gross Wt.:	3100 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	5616.8 Hrs at time of accident	Engine Manufacturer:	Continental
ELT:	C126 installed, activated, did not aid in locating accident	Engine Model/Series:	O-470-U-38B
Registered Owner:		Rated Power:	235 Horsepower
Operator:		Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	CKV, 551 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	20:22 Local	Direction from Accident Site:	198°
Lowest Cloud Condition:	Scattered / 7000 ft AGL	Visibility	10 miles
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	24 knots / 33 knots	Turbulence Type Forecast/Actual:	/ None
Wind Direction:	350°	Turbulence Severity Forecast/Actual:	/ N/A
Altimeter Setting:	30.01 inches Hg	Temperature/Dew Point:	22°C / 11°C
Precipitation and Obscuration:	Moderate - Thunderstorm -		
Departure Point:	Clarksville, TN (CKV)	Type of Flight Plan Filed:	None
Destination:	Russellville, KY (4M7)	Type of Clearance:	None
Departure Time:	14:15 Local	Type of Airspace:	Class D

Airport Information

Airport:	OUTLAW FIELD CKV	Runway Surface Type:	Asphalt
Airport Elevation:	549 ft msl	Runway Surface Condition:	Wet
Runway Used:	23	IFR Approach:	None
Runway Length/Width:	4004 ft / 100 ft	VFR Approach/Landing:	Full stop;Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	36.621944,-87.415(est)

Administrative Information

Investigator In Charge (IIC):	Hicks, Michael
Additional Participating Persons:	Michael Salas; FAA; Nashville, TN
Original Publish Date:	October 24, 2018
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=97197

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