



AVIATION



HIGHWAY



MARINE



RAILROAD



PIPELINE

# Aviation Investigation Final Report

<b>Location:</b>	Nooksack, Washington	<b>Accident Number:</b>	GAA18CA280
<b>Date &amp; Time:</b>	May 14, 2018, 15:55 Local	<b>Registration:</b>	N4144L
<b>Aircraft:</b>	Cessna 172	<b>Aircraft Damage:</b>	Destroyed
<b>Defining Event:</b>	Landing area overshoot	<b>Injuries:</b>	1 Minor
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

The pilot reported that, after three attempts to land the airplane at the one-way, private grass airstrip, the wind had become a tailwind. During the fourth approach, the wind was "apparently stabilized," but once he committed to land, the wind increased and became a hazard. He added that the airplane was then "too low to abort," and the airplane landed long. Subsequently, the airplane was unable to stop, overran the runway, and impacted a power pole.

The airplane sustained substantial damage to the fuselage, empennage, and both wings.

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

The automated weather observation system about 9 nautical miles away from the accident site reported that, about the time of the accident, the wind was from 220° at 5 knots. The pilot landed the airplane to the east.

## Probable Cause and Findings

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

The pilot's improper approach in tailwind conditions, which resulted in long landing and subsequent runway overrun.

## Findings

<b>Aircraft</b>	Descent/approach/glide path - Not attained/maintained
<b>Personnel issues</b>	Aircraft control - Pilot
<b>Environmental issues</b>	Tailwind - Effect on operation
<b>Environmental issues</b>	Pole - Contributed to outcome

## Factual Information

### History of Flight

Landing	Other weather encounter
Landing	Landing area overshoot (Defining event)
Landing	Collision with terr/obj (non-CFIT)

### Pilot Information

Certificate:	Private	Age:	68,Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Lap only
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Without waivers/limitations	Last FAA Medical Exam:	August 4, 2017
Occupational Pilot:	No	Last Flight Review or Equivalent:	October 11, 2017
Flight Time:	(Estimated) 331.2 hours (Total, all aircraft), 78.6 hours (Total, this make and model), 245.3 hours (Pilot In Command, all aircraft)		

### Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N4144L
Model/Series:	172 G	Aircraft Category:	Airplane
Year of Manufacture:	1966	Amateur Built:	
Airworthiness Certificate:	Normal; Utility	Serial Number:	17254213
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	May 7, 2018 Annual	Certified Max Gross Wt.:	2300 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	6343.75 Hrs as of last inspection	Engine Manufacturer:	CONT MOTOR
ELT:	C91 installed, not activated	Engine Model/Series:	O-300A
Registered Owner:		Rated Power:	125 Horsepower
Operator:	On file	Operating Certificate(s) Held:	None

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	CYXX,195 ft msl	<b>Distance from Accident Site:</b>	9 Nautical Miles
<b>Observation Time:</b>	23:00 Local	<b>Direction from Accident Site:</b>	340°
<b>Lowest Cloud Condition:</b>	Few / 11000 ft AGL	<b>Visibility</b>	30 miles
<b>Lowest Ceiling:</b>		<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	5 knots /	<b>Turbulence Type Forecast/Actual:</b>	None / None
<b>Wind Direction:</b>	220°	<b>Turbulence Severity Forecast/Actual:</b>	N/A / N/A
<b>Altimeter Setting:</b>	29.87 inches Hg	<b>Temperature/Dew Point:</b>	29°C / 13°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Burlington/Mount Vernon, WA (BVS )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Nooksack, WA	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	15:15 Local	<b>Type of Airspace:</b>	Class G

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Minor	<b>Aircraft Damage:</b>	Destroyed
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 Minor	<b>Latitude, Longitude:</b>	48.883335,-122.283607(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Swenson, Eric
<b>Additional Participating Persons:</b>	Donald Bacon; FAA; Seattle, WA
<b>Original Publish Date:</b>	October 24, 2018
<b>Note:</b>	This accident report documents the factual circumstances of this accident as described to the NTSB.
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=97255">https://data.nts.gov/Docket?ProjectID=97255</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](#).