



Aviation Investigation Final Report

Location:	Telford, Tennessee	Accident Number:	ERA24LA252
Date & Time:	June 8, 2024, 10:57 Local	Registration:	N3304R
Aircraft:	Cessna 182	Aircraft Damage:	Substantial
Defining Event:	Loss of control in flight	Injuries:	2 Serious
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

After entering the traffic pattern at the destination airport, the pilot approached the runway for landing. The pilot described that during the landing approach the airplane was, "...a little fast and started to float which left my nose high." The pilot initiated a go-around and the airplane's nose pulled to the left. The pilot then corrected to the right and attempted to climb above trees to the right of the runway. The airplane subsequently contacted the trees and then impacted the ground. The pilot and passenger were seriously injured, and the airplane's fuselage, wings, and engine mount were substantially damaged during the accident. The pilot reported that there were no preaccident mechanical malfunctions or failures with the airplane that would have precluded normal operation.

Witness statements and video showed the airplane approach the turf runway normally and that after the pilot initiated the go-around, the airplane yawed to the left and the nose pitched up. Subsequently, the nose pitched down slightly, and a right bank began. The airplane continued in a right bank with a nose high pitch attitude and flaps extended until it impacted the trees to the right of the runway.

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 control of the airplane while performing a go-around, which resulted in an inflight collision with trees.

Findings

Personnel issues	Aircraft control - Pilot
Aircraft	Yaw control - Not attained/maintained
Aircraft	Pitch control - Not attained/maintained

Factual Information

History of Flight

Approach-VFR go-around	Loss of control in flight (Defining event)
Initial climb	Collision with terr/obj (non-CFIT)

Pilot Information

Certificate:	Private	Age:	45,Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	3-point
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 3 Without waivers/limitations	Last FAA Medical Exam:	January 10, 2024
Occupational Pilot:	No	Last Flight Review or Equivalent:	June 1, 2023
Flight Time:	233 hours (Total, all aircraft), 149 hours (Total, this make and model), 233 hours (Pilot In Command, all aircraft), 14 hours (Last 90 days, all aircraft), 7 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Passenger Information

Certificate:		Age:	
Airplane Rating(s):		Seat Occupied:	Right
Other Aircraft Rating(s):		Restraint Used:	3-point
Instrument Rating(s):		Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	
Medical Certification:		Last FAA Medical Exam:	
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:			

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N3304R
Model/Series:	182 L	Aircraft Category:	Airplane
Year of Manufacture:	1967	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	18258604
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	March 13, 2024 Annual	Certified Max Gross Wt.:	2800 lbs
Time Since Last Inspection:	12 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	4252 Hrs as of last inspection	Engine Manufacturer:	Continental Aerospace Technologies
ELT:	Installed	Engine Model/Series:	O-470-R41
Registered Owner:	On file	Rated Power:	230 Horsepower
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	TRI, 1525 ft msl	Distance from Accident Site:	15 Nautical Miles
Observation Time:	10:53 Local	Direction from Accident Site:	37°
Lowest Cloud Condition:	Few / 25000 ft AGL	Visibility	10 miles
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	None / None
Wind Direction:	220°	Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	30.04 inches Hg	Temperature/Dew Point:	23°C / 15°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Greeneville, TN (GCY)	Type of Flight Plan Filed:	None
Destination:	Telford, TN	Type of Clearance:	None
Departure Time:	14:37 UTC	Type of Airspace:	Class G

Airport Information

Airport:	KITE FLD 97TN	Runway Surface Type:	Grass/turf
Airport Elevation:	1450 ft msl	Runway Surface Condition:	Dry;Rough
Runway Used:	4	IFR Approach:	None
Runway Length/Width:	2800 ft / 50 ft	VFR Approach/Landing:	Go around

Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Substantial
Passenger Injuries:	1 Serious	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Serious	Latitude, Longitude:	36.274896,-82.585026

Administrative Information

Investigator In Charge (IIC):	Young, Joshua
Additional Participating Persons:	Robert I. Mullins; FAA/FSDO; Nashville, TN
Original Publish Date:	July 18, 2024
Last Revision Date:	
Investigation Class:	Class 4
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=194428

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The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).