



# National Transportation Safety Board Aviation Accident Final Report

<b>Location:</b>	McKinnon, TN	<b>Accident Number:</b>	MIA08CA018
<b>Date &amp; Time:</b>	11/18/2007, 1315 EST	<b>Registration:</b>	N5803A
<b>Aircraft:</b>	Cessna 172	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	4 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Analysis

The pilot stated that the airplane's approach was a little high for runway 8. The airplane was traveling about 70 mph when it touchdown on the runway. A gust of wind lifted the airplane. When the airplane touchdown a second time, there was little runway remaining. He considered executing a go around but saw the power lines beyond the runway and wasn't sure the airplane could clear them. He elected to cut engine power and stop; more so, to utilize the overrun grass area past the end of the runway if needed. Approximately 100 feet into the overrun area, the airplane nosed into a large ditch and flipped onto its back. The pilot stated there were no mechanical failures or malfunctions to the airplane or any of its systems prior to the accident.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to perform a go around.

## Findings

Occurrence #1: OVERRUN  
Phase of Operation: LANDING

### Findings

1. (C) GO-AROUND - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER  
Phase of Operation: LANDING

### Findings

2. TERRAIN CONDITION - DITCH

## Factual Information

### Pilot Information

Certificate:	Private	Age:	63, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
Instrument Rating(s):	None	Second Pilot Present:	
Instructor Rating(s):		Toxicology Performed:	
Medical Certification:	Class 3	Last FAA Medical Exam:	08/01/2007
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	800 hours (Total, all aircraft), 10 hours (Total, this make and model), 2 hours (Last 90 days, all aircraft), 2 hours (Last 30 days, all aircraft)		

### Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N5803A
Model/Series:	172	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Utility	Serial Number:	28403
Landing Gear Type:	Tricycle	Seats:	
Date/Type of Last Inspection:		Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Continental
ELT:		Engine Model/Series:	O-300
Registered Owner:	Sam Goodman	Rated Power:	
Operator:	Jerry Whitehead	Operating Certificate(s) Held:	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	KHOP	Distance from Accident Site:	
Observation Time:	1355	Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	10 Miles
Lowest Ceiling:	Broken / 20000 ft agl	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	150°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.17 inches Hg	Temperature/Dew Point:	17° C / 7° C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Mount Pleasant, TN (MRC)	Type of Flight Plan Filed:	None
Destination:	McKinnon, TN (MP#)	Type of Clearance:	None
Departure Time:	EST	Type of Airspace:	

## Airport Information

Airport:	Houston County (KM93)	Runway Surface Type:	Asphalt
Airport Elevation:		Runway Surface Condition:	Dry
Runway Used:	8	IFR Approach:	None
Runway Length/Width:	3000 ft / 75 ft	VFR Approach/Landing:	

## Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	3 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	
Total Injuries:	4 None	Latitude, Longitude:	36.316667, -87.916667

## Administrative Information

Investigator In Charge (IIC):	Jose Obregon	Report Date:	12/20/2007
Additional Participating Persons:			
Publish Date:			
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.		
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 <a href="mailto:pubinquiry@ntsb.gov">pubinquiry@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</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](#).