National Transportation Safety Board
Aviation Accident Data Summary

Analysis
The airplane touched down approximately 1,875 feet beyond the approach end of the 2,875-foot long runway surface. The airplane rolled off the departure end of the runway, down an embankment, and onto a dirt road where it came to rest inverted. No mechanical problems were reported with the airplane.

Probable Cause
The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot misjudged distance and speed, and did not attain the proper touchdown point during landing, resulting in an overrun of the runway.

Findings

Occurrence #1: OVERRUN
Phase of Operation: LANDING

Findings
1. (C) DISTANCE/SPEED - MISJUDGED - PILOT IN COMMAND
2. (C) PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND

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

Findings
3. TERRAIN CONDITION - DROP-OFF/DESCENDING EMBANKMENT

Pilot Information

<table>
<thead>
<tr>
<th>Certificate:</th>
<th>Private</th>
<th>Age:</th>
<th>47</th>
</tr>
</thead>
<tbody>
<tr>
<td>Airplane Rating(s):</td>
<td>Single-engine Land</td>
<td>Instrument Rating(s): Node</td>
<td>None</td>
</tr>
<tr>
<td>Other Aircraft Rating(s):</td>
<td>None</td>
<td>Instructor Rating(s): None</td>
<td>None</td>
</tr>
<tr>
<td>Flight Time:</td>
<td>300 hours (Total, all aircraft)</td>
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Aircraft and Owner/Operator Information

Aircraft Make: Cessna  
Registration: N2008X  
Model/Series: 182H  
Engines: 1 Reciprocating  
Operator: Jeffery Hammel  
Engine Manufacturer: Continental  
Operating Certificate(s) Held: None  
Engine Model/Series: O-470  
Flight Conducted Under: Part 91: General Aviation - Personal

Meteorological Information and Flight Plan

Conditions at Accident Site: Visual Conditions  
Observation Facility, Elevation: AVL, 2165 ft msl  
Lowest Ceiling: None  
Temperature: 31°C  
Precipitation and Obscuration:  
Departure Point: Sevierville, TN (GKT)  
Condition of Light: Day  
Weather Information Source: Weather Observation Facility  
Wind Speed/Gusts, Direction: 6 knots, Variable  
Visibility: 10 Miles  
Destination: Burnsville, NC (2NCO)

Airport Information

Airport: Mountain Air Airport (2NCO)  
Runway Surface Type: Asphalt  
Runway Used: 32  
Runway Surface Condition: Dry  
Runway Length/Width: 2875 ft / 50 ft

Wreckage and Impact Information

Crew Injuries: 1 None  
Passenger Injuries: 1 Minor, 2 None  
Ground Injuries: N/A  
Aircraft Damage: Substantial  
Aircraft Fire: None  
Aircraft Explosion: None  
Latitude, Longitude: 36.459722, -80.552778

Administrative Information

Investigator In Charge (IIC): Phillip Powell  
Adopted Date: 11/25/2003  
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 pubinq@ntsb.gov, or at 800-877-6799. Dockets released after this date are available at http://dms.ntsb.gov/pubdms/.

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

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.