



National Transportation Safety Board Aviation Accident Final Report

Location:	ROGERSVILLE, TN	Accident Number:	ATL89LA029
Date & Time:	11/03/1988, 0830 EST	Registration:	N734ZM
Aircraft:	CESSNA 172N	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None

Flight Conducted Under: Part 91: General Aviation - Ferry

Analysis

THE PLT REPORTED THAT HE WAS FERRYING THE AIRPLANE TO OBTAIN SCHEDULED MAINTENANCE. UPON ARRIVAL OVER THE ARPT, HE FOUND THAT THE ONLY RWY WAS CLOSED FOR MAINTENANCE. HE THEN ELECTED TO LAND ON A TAXIWAY. HE MADE A SHORT-FIELD LDG AND APPLIED THE BRAKES 'FIRMLY' AFTER TOUCHDOWN. BOTH TIRES BLEW OUT DURING THE LDG ROLL, AND HE LOST CONTROL OF THE ACFT. THE ACFT COLLIDED W/ A PARKED TRUCK AND A FENCE. EXAM OF THE ACFT TIRES REVEALED THAT THEY HAD BLOWN OUT AS A RESULT OF EXCESSIVE BRAKING. THE DISTANCE FROM THE TAXIWAY ENTRANCE AT THE RWY EDGE TO THE TRUCK WAS APPROXIMATELY 500 FT. SEVERAL HANGARS & OTHER OBSTACLES WERE LOCATED OFF THE END OF THE TAXIWAY ALONG THE ACFT'S INITIAL DIRECTION OF TRAVEL. EXAM OF A CESSNA 172N INFO MANUAL REVEALED THAT ABOUT 500 FT WAS REQUIRED FOR THE LDG ROLL GIVEN THE CONDITIONS REPORTED BY THE PLT. A NOTAM (D) WHICH ADVISED OF THE CLOSED RWY WAS ISSUED 2 DAYS EARLIER, AND WAS IN EFFECT AT THE TIME OF THE ACCIDENT.

Probable Cause and Findings

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

Findings

Occurrence #1: ON GROUND/WATER COLLISION WITH OBJECT

Phase of Operation: LANDING - ROLL

Findings

1. (F) PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. (F) NOTAMS - NOT OBTAINED - PILOT IN COMMAND
3. (C) IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
4. (C) UNSUITABLE TERRAIN OR TAKEOFF/LANDING/TAXI AREA - SELECTED - PILOT IN COMMAND
5. (C) BRAKES(NORMAL) - IMPROPER USE OF - PILOT IN COMMAND
6. OBJECT - VEHICLE
7. OBJECT - FENCE

Factual Information

Pilot Information

Certificate:	Private	Age:	36, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	12/08/1987
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	528 hours (Total, all aircraft), 199 hours (Total, this make and model), 474 hours (Pilot In Command, all aircraft), 65 hours (Last 90 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N734ZM
Model/Series:	172N 172N	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal; Utility	Serial Number:	17269245
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	10/03/1988, 100 Hour	Certified Max Gross Wt.:	2300 lbs
Time Since Last Inspection:	96 Hours	Engines:	1 Reciprocating
Airframe Total Time:	1046 Hours	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	O-320-H2AD
Registered Owner:	LITTRELL, DONALD	Rated Power:	160 hp
Operator:	TRI-CITY AVIATION	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Thin Broken / 25000 ft agl	Visibility	15 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	Calm /	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	0°C / -1°C
Precipitation and Obscuration:			
Departure Point:	BRISTOL, TN	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	0000	Type of Airspace:	Class G

Airport Information

Airport:	HAWKINS COUNTY (RVN)	Runway Surface Type:	Asphalt
Airport Elevation:	1255 ft	Runway Surface Condition:	Dry
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Full Stop

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	SCOTT STRICKLAND	Report Date:	01/24/1990
Additional Participating Persons:	THOMAS H LIEDERBACH; NASHVILLE, TN W S WHITMORE; NASHVILLE, TN		
Publish Date:			
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 pubinquiry@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

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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](#).