



National Transportation Safety Board Aviation Accident Final Report

Location:	OLIVER SPRINGS, TN	Accident Number:	ATL87LA103
Date & Time:	04/01/1987, 1751 EST	Registration:	N2510Y
Aircraft:	CESSNA 172D	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Serious
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

THE PLT REPORTED THAT THE ACFT ENCOUNTERED HEAVY TURBULENCE AND A STRONG GUSTY X-WIND CLOSE TO THE GROUND WHILE ON SHORT FINAL TO HIS PRIVATE AIRSTRIP. THE PLT ATTEMPTED A GO-AROUND AND ENCOUNTERED 'EXTREMELY HEAVY TURBULENCE' DURING A TURNING CLIMBOUT THROUGH AND OVER MOUNTAINOUS TERRAIN. THE ACFT SUBSEQUENTLY FELL BELOW A RIDGE INTO A HOLLOW WHERE IT IMPACTED TREES.

Probable Cause and Findings

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

Findings

Occurrence #1: IN FLIGHT ENCOUNTER WITH WEATHER

Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

Findings

1. (F) WEATHER CONDITION - TURBULENCE
2. (F) WEATHER EVALUATION - POOR - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH OBJECT

Phase of Operation: GO-AROUND (VFR)

Findings

3. (F) WEATHER CONDITION - UNFAVORABLE WIND
4. (F) COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
5. GO-AROUND - ATTEMPTED - PILOT IN COMMAND
6. (C) STALL/MUSH

Factual Information

Pilot Information

Certificate:	Private	Age:	37, 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 2 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	03/02/1987
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	2629 hours (Total, all aircraft), 643 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N2510Y
Model/Series:	172D 172D	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal; Utility	Serial Number:	17249810
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	12/21/1986, Annual	Certified Max Gross Wt.:	2150 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	3450 Hours	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	O-300-C
Registered Owner:	EDDIE T. SEAVERS	Rated Power:	145 hp
Operator:	EDDIE T. SEAVERS	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	TYS, 930 ft msl	Distance from Accident Site:	26 Nautical Miles
Observation Time:	1748 EST	Direction from Accident Site:	305°
Lowest Cloud Condition:	Scattered / 25000 ft agl	Visibility	15 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	240°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	12° C / -2° C
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	None
Destination:	ROCKWOOD, TN (RKW)	Type of Clearance:	None
Departure Time:	1731 EST	Type of Airspace:	Class G

Airport Information

Airport:	BROKEN S. RANCH	Runway Surface Type:	Dirt
Airport Elevation:		Runway Surface Condition:	Dry
Runway Used:	0	IFR Approach:	None
Runway Length/Width:	1460 ft	VFR Approach/Landing:	Go Around

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	SCOTT STRICKLAND	Report Date:	05/02/1988
Additional Participating Persons:	RICHARD O'LEARY; 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 pubinq@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](#).