



National Transportation Safety Board Aviation Accident Final Report

Location:	Burnsville, NC	Accident Number:	ATL02LA148
Date & Time:	08/01/2002, 1346 EDT	Registration:	N2008X
Aircraft:	Cessna 182H	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Minor, 3 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

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 and Findings

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
-

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

Findings

3. TERRAIN CONDITION - DROP-OFF/DESCENDING EMBANKMENT

Factual Information

On August 1, 2002, at 1346 eastern daylight time, a Cessna 182H, N2008X, registered to two private owners, ran off the departure end of runway 32 and collided with the ground at the Mountain Air Country Club Airport in Burnsville, North Carolina. The personal flight was operated by the private pilot under the provisions of Title 14 CFR Part 91 with no flight plan filed. Visual weather conditions prevailed at the time of the accident. The private pilot and two passengers were not injured. A third passenger received minor injuries. The airplane sustained substantial damage. The flight departed Sevierville, Tennessee, at an undetermined time, on August 1, 2002..

According to witnesses at the airport, the pilot attempted two approaches to land before the accident landing. Witnesses further reported that during the accident approach 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

Intermittent skid marks were visible on the runway surface beginning at the touchdown point and continuing approximately 800 feet. Continuous skid marks were visible on the remaining 200 feet of runway surface. Skid marks were noted through the grass where the airplane rolled down the embankment before coming to rest on the dirt road. No mechanical problems were reported with the airplane.

Pilot Information

Certificate:	Private	Age:	47, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Unknown
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:	09/08/2000
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	300 hours (Total, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N2008X
Model/Series:	182H	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	18256108
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	2800 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Continental
ELT:		Engine Model/Series:	O-470
Registered Owner:	CO-OWNERS Northcutt, Bernice & Hammel, Jeffrey	Rated Power:	230 hp
Operator:	Jeffery Hammel	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	AVL, 2165 ft msl	Distance from Accident Site:	27 Nautical Miles
Observation Time:	1457 EDT	Direction from Accident Site:	200°
Lowest Cloud Condition:	Few	Visibility	10 Miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	Variable	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.07 inches Hg	Temperature/Dew Point:	31 °C / 18 °C
Precipitation and Obscuration:			
Departure Point:	Sevierville, TN (GKT)	Type of Flight Plan Filed:	None
Destination:	Burnsville, NC (2NCO)	Type of Clearance:	
Departure Time:		Type of Airspace:	Class G

Airport Information

Airport:	Mountain Air Airport (2NCO)	Runway Surface Type:	Asphalt
Airport Elevation:	4432 ft	Runway Surface Condition:	Dry
Runway Used:	32	IFR Approach:	None
Runway Length/Width:	2875 ft / 50 ft	VFR Approach/Landing:	Go Around

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 Minor, 2 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor, 3 None	Latitude, Longitude:	36.459722, -80.552778

Administrative Information

Investigator In Charge (IIC):	Phillip Powell	Report Date:	11/25/2003
Additional Participating Persons:	Robert Albright; Charlotte FSDO; Charlotte, NC		
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/ .		

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. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).