



National Transportation Safety Board Aviation Accident Final Report

Location:	Willard, MO	Accident Number:	CHI05CA208
Date & Time:	08/01/2005, 1830 CDT	Registration:	N6846J
Aircraft:	Piper PA-28-181	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The airplane sustained substantial damage when it veered off the end of the runway, impacted a utility pole, and nosed over during landing on a 1,800 feet by 75 feet grass runway. The pilot reported that on final approach the airplane was configured with two notches of flaps with 80 mph airspeed. The airplane touched down in the first one-third of the runway and the pilot applied brakes. The pilot reported the airplane was approaching the end of the runway so he applied a burst of power to initiate a go-around. He reported that he saw power lines off the end of the runway, and since he was not airborne yet, he rejected the go-around and initiated heavy braking. The airplane went off the end of the runway and veered to the right, impacting a utility pole. The pilot reported the temperature was 96 degrees Fahrenheit, and that the high-density altitude affected the landing ground roll adversely. The pilot reported that the approach speed noted in the Pilot Operating Handbook was 76 mph.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The airplane overran the runway and hit a utility pole due to the pilot's delayed decision making and his failure to execute a go-around. Contributing factors included the excessive airspeed during the final approach, the high density altitude, the transmission wires, and the utility pole.

Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: LANDING - ROLL

Findings

1. (F) AIRSPEED - EXCESSIVE - PILOT IN COMMAND
2. (C) GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
3. (C) IN-FLIGHT PLANNING/DECISION - DELAYED - PILOT IN COMMAND
4. (F) WEATHER CONDITION - HIGH DENSITY ALTITUDE
5. (F) OBJECT - WIRE, TRANSMISSION

Occurrence #2: OVERRUN
Phase of Operation: LANDING - ROLL

Occurrence #3: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: LANDING - ROLL

Findings

6. (F) OBJECT - UTILITY POLE

Occurrence #4: NOSE OVER
Phase of Operation: LANDING - ROLL

Findings

7. TERRAIN CONDITION - GROUND

Factual Information

Pilot Information

Certificate:	Private	Age:	77, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 3	Last Medical Exam:	11/01/2003
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	1582 hours (Total, all aircraft), 543 hours (Total, this make and model), 28 hours (Last 90 days, all aircraft), 5 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Manufacturer:	Piper	Registration:	N6846J
Model/Series:	PA-28-181	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal; Utility	Serial Number:	28-7690407
Landing Gear Type:	Tricycle	Seats:	
Date/Type of Last Inspection:		Certified Max Gross Wt.:	2550 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Lycoming
ELT:	Not installed	Engine Model/Series:	O-360-A4M
Registered Owner:	Hedgehoppers Flying Club Inc.	Rated Power:	180 hp
Operator:	Hedgehoppers Flying Club Inc.	Air Carrier Operating Certificate:	None

Meteorological Information and Flight Plan

Observation Facility, Elevation:		Observation Time:	
Distance from Accident Site:		Condition of Light:	Day
Direction from Accident Site:		Conditions at Accident Site:	Visual Conditions
Lowest Cloud Condition:		Temperature/Dew Point:	
Lowest Ceiling:		Visibility	
Wind Speed/Gusts, Direction:		Visibility (RVR):	
Altimeter Setting:		Visibility (RVV):	
Precipitation and Obscuration:			
Departure Point:	Springfield, MO (SGF)	Type of Flight Plan Filed:	None
Destination:	Willard, MO (2M01)	Type of Clearance:	None
Departure Time:	1825 CDT	Type of Airspace:	

Airport Information

Airport:	Bird Field Airport (2M01)	Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	36	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	Jim Silliman	Adopted Date:	10/27/2005
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 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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