



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	Willard, MO	<b>Accident Number:</b>	CHI05CA208
<b>Date &amp; Time:</b>	08/01/2005, 1830 CDT	<b>Registration:</b>	N6846J
<b>Aircraft:</b>	Piper PA-28-181	<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	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

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

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

Findings  
7. TERRAIN CONDITION - GROUND

### Pilot Information

Certificate:	Private	Age:	77
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
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 Make:	Piper	Registration:	N6846J
Model/Series:	PA-28-181	Engines:	1 Reciprocating
Operator:	Hedgehoppers Flying Club Inc.	Engine Manufacturer:	Lycoming
Operating Certificate(s) Held:	None	Engine Model/Series:	O-360-A4M
Flight Conducted Under:	Part 91: General Aviation - Personal		

### Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:		Weather Information Source:	Unknown
Lowest Ceiling:		Wind Speed/Gusts, Direction:	/ ,
Temperature:		Visibility:	
Precipitation and Obscuration:			
Departure Point:	Springfield, MO (SGF)	Destination:	Willard, MO (2M01)

### Airport Information

Airport:	Bird Field Airport (2M01)	Runway Surface Type:	
Runway Used:	36	Runway Surface Condition:	
Runway Length/Width:			

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	
<b>Latitude, Longitude:</b>	37.320000, -93.419722		

## Administrative Information

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

**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](mailto: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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