



# Aviation Investigation Final Report

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<b>Location:</b>	Telford, Tennessee	<b>Accident Number:</b>	ERA24LA252
<b>Date &amp; Time:</b>	June 8, 2024, 10:57 Local	<b>Registration:</b>	N3304R
<b>Aircraft:</b>	Cessna 182	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Loss of control in flight	<b>Injuries:</b>	2 Serious
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

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## Analysis

After entering the traffic pattern at the destination airport, the pilot approached the runway for landing. The pilot described that during the landing approach the airplane was, "...a little fast and started to float which left my nose high." The pilot initiated a go-around and the airplane's nose pulled to the left. The pilot then corrected to the right and attempted to climb above trees to the right of the runway. The airplane subsequently contacted the trees and then impacted the ground. The pilot and passenger were seriously injured, and the airplane's fuselage, wings, and engine mount were substantially damaged during the accident. The pilot reported that there were no preaccident mechanical malfunctions or failures with the airplane that would have precluded normal operation.

Witness statements and video showed the airplane approach the turf runway normally and that after the pilot initiated the go-around, the airplane yawed to the left and the nose pitched up. Subsequently, the nose pitched down slightly, and a right bank began. The airplane continued in a right bank with a nose high pitch attitude and flaps extended until it impacted the trees to the right of the runway.

## Probable Cause and Findings

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

The pilot's failure to maintain control of the airplane while performing a go-around, which resulted in an inflight collision with trees.

## Findings

<b>Personnel issues</b>	Aircraft control - Pilot
<b>Aircraft</b>	Yaw control - Not attained/maintained
<b>Aircraft</b>	Pitch control - Not attained/maintained

## Factual Information

### History of Flight

<b>Approach-VFR go-around</b>	Loss of control in flight (Defining event)
<b>Initial climb</b>	Collision with terr/obj (non-CFIT)

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	45, Male
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	3-point
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	
<b>Medical Certification:</b>	Class 3 Without waivers/limitations	<b>Last FAA Medical Exam:</b>	January 10, 2024
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	June 1, 2023
<b>Flight Time:</b>	233 hours (Total, all aircraft), 149 hours (Total, this make and model), 233 hours (Pilot In Command, all aircraft), 14 hours (Last 90 days, all aircraft), 7 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

### Passenger Information

<b>Certificate:</b>		<b>Age:</b>	
<b>Airplane Rating(s):</b>		<b>Seat Occupied:</b>	Right
<b>Other Aircraft Rating(s):</b>		<b>Restraint Used:</b>	3-point
<b>Instrument Rating(s):</b>		<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>		<b>Toxicology Performed:</b>	
<b>Medical Certification:</b>		<b>Last FAA Medical Exam:</b>	
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>			

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	N3304R
<b>Model/Series:</b>	182 L	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>	1967	<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	18258604
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	March 13, 2024 Annual	<b>Certified Max Gross Wt.:</b>	2800 lbs
<b>Time Since Last Inspection:</b>	12 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	4252 Hrs as of last inspection	<b>Engine Manufacturer:</b>	Continental Aerospace Technologies
<b>ELT:</b>	Installed	<b>Engine Model/Series:</b>	O-470-R41
<b>Registered Owner:</b>	On file	<b>Rated Power:</b>	230 Horsepower
<b>Operator:</b>	On file	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	TRI,1525 ft msl	<b>Distance from Accident Site:</b>	15 Nautical Miles
<b>Observation Time:</b>	10:53 Local	<b>Direction from Accident Site:</b>	37°
<b>Lowest Cloud Condition:</b>	Few / 25000 ft AGL	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>		<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	5 knots /	<b>Turbulence Type Forecast/Actual:</b>	None / None
<b>Wind Direction:</b>	220°	<b>Turbulence Severity Forecast/Actual:</b>	N/A / N/A
<b>Altimeter Setting:</b>	30.04 inches Hg	<b>Temperature/Dew Point:</b>	23°C / 15°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Greeneville, TN (GCY)	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Telford, TN	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	14:37 UTC	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	KITE FLD 97TN	<b>Runway Surface Type:</b>	Grass/turf
<b>Airport Elevation:</b>	1450 ft msl	<b>Runway Surface Condition:</b>	Dry;Rough
<b>Runway Used:</b>	4	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	2800 ft / 50 ft	<b>VFR Approach/Landing:</b>	Go around

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Serious	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 Serious	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	2 Serious	<b>Latitude, Longitude:</b>	36.274896,-82.585026

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Young, Joshua
<b>Additional Participating Persons:</b>	Robert I. Mullins; FAA/FSDO; Nashville, TN
<b>Original Publish Date:</b>	July 18, 2024
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class 4</a>
<b>Note:</b>	The NTSB did not travel to the scene of this accident.
<b>Investigation Docket:</b>	<a href="https://data.ntsb.gov/Docket?ProjectID=194428">https://data.ntsb.gov/Docket?ProjectID=194428</a>

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).