



# Aviation Investigation Final Report

<b>Location:</b>	GOFFSTOWN, New Hampshire	<b>Accident Number:</b>	NYC87LA053
<b>Date &amp; Time:</b>	January 1, 1987, 15:00 Local	<b>Registration:</b>	N9388C
<b>Aircraft:</b>	CESSNA 180	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	3 Serious
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

THE CESSNA 180 MADE A TOUCH AND GO ON A 2100 FT LONG RUNWAY. THE TOUCHDOWN WAS DESCRIBED AS PAST THE FIRST THIRD OF THE RUNWAY. THERE WERE TWO RATED PILOTS AND A PASSENGER IN THE AIRCRAFT. THE CO-PILOT THOUGHT THE AIRCRAFT WOULD BE UNABLE TO CLEAR POWERLINES AT THE DEPARTURE END OF THE RUNWAY AND PULLED THE POWER OFF. THE AIRCRAFT WAS UNABLE TO STOP ON THE REMAINING RUNWAY, RAN OFF THE END OF THE RUNWAY, STRIKING SOME ROCKS AND FLIPPED OVER.

## Probable Cause and Findings

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

### Findings

Occurrence #1: OVERRUN  
Phase of Operation: LANDING - ROLL

#### Findings

1. (C) PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
2. TOUCH-AND-GO - ATTEMPTED - PILOT IN COMMAND
3. (C) CREW/GROUP COORDINATION - NOT MAINTAINED - PILOT IN COMMAND
4. (C) CREW/GROUP COORDINATION - NOT MAINTAINED - COPILOT/SECOND PILOT
5. (C) CONTROL INTERFERENCE - IMPROPER - COPILOT/SECOND PILOT



## Factual Information

### Pilot Information

<b>Certificate:</b>	Airline transport	<b>Age:</b>	45, Male
<b>Airplane Rating(s):</b>	Single-engine land; Single-engine sea; Multi-engine land; Multi-engine sea	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	Yes
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 1 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	September 18, 1986
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	15350 hours (Total, all aircraft), 200 hours (Total, this make and model), 15350 hours (Pilot In Command, all aircraft), 152 hours (Last 90 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N9388C
<b>Model/Series:</b>	180 180	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	31786
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	January 16, 1986 100 hour	<b>Certified Max Gross Wt.:</b>	2550 lbs
<b>Time Since Last Inspection:</b>	43 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	1500 Hrs	<b>Engine Manufacturer:</b>	CONTINENTAL
<b>ELT:</b>	Installed, activated, did not aid in locating accident	<b>Engine Model/Series:</b>	O-470
<b>Registered Owner:</b>	HERBERT W CARTER	<b>Rated Power:</b>	230 Horsepower
<b>Operator:</b>	HERBERT W.CARTER	<b>Operating Certificate(s) Held:</b>	None
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>		<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>		<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	Scattered / 10000 ft AGL	<b>Visibility</b>	15 miles
<b>Lowest Ceiling:</b>	Overcast / 25000 ft AGL	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	/	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	0°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30 inches Hg	<b>Temperature/Dew Point:</b>	1°C / -7°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	MANCHESTER , NH (MHT)	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>		<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	00:00 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	SKYWAY CAMPGROUND 23H	<b>Runway Surface Type:</b>	Grass/turf
<b>Airport Elevation:</b>	345 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	36	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	2100 ft / 60 ft	<b>VFR Approach/Landing:</b>	Touch and go

## Wreckage and Impact Information

<b>Crew Injuries:</b>	2 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>	3 Serious	<b>Latitude, Longitude:</b>	

## Administrative Information

**Investigator In Charge (IIC):** Hancock, Robert

**Additional Participating Persons:** ; PORTLAND,MAINE

**Original Publish Date:** October 7, 1988

**Last Revision Date:**

**Investigation Class:** [Class](#)

**Note:**

**Investigation Docket:** <https://data.ntsb.gov/Docket?ProjectID=30574>

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