



# Aviation Investigation Final Report

<b>Location:</b>	DYERSBURG, Tennessee	<b>Accident Number:</b>	ATL94LA044
<b>Date &amp; Time:</b>	January 26, 1994, 09:10 Local	<b>Registration:</b>	N5333A
<b>Aircraft:</b>	CESSNA 310A	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

THE COMMERCIAL PILOT WAS FLYING A VOR/DME APPROACH. SKY CONDITIONS WERE PARTIALLY OBSCURED, CEILING 100 FEET, VISIBILITY 1.25 MILES, WITH DRIZZLE. THE PILOT REPORTED THAT HE BROKE OUT OF THE WEATHER AT MINIMUMS, AND LANDED THE AIRCRAFT ABOUT 1/2 TO 2/3 DOWN ON THE 5,000 FOOT RUNWAY. BRAKING ACTION ON THE WET RUNWAY WAS INSUFFICIENT TO STOP THE AIRCRAFT, AND THE AIRCRAFT OVERRAN THE RUNWAY. THE AIRCRAFT COLLIDED WITH A FENCE, THEN IMPACTED TREES AT THE AIRPORT BOUNDARY. THE PILOT REPORTED NO MECHANICAL MALFUNCTION OR FAILURE WITH THE AIRCRAFT.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE FAILURE OF THE PILOT TO ATTAIN A PROPER TOUCHDOWN POINT, WHICH RESULTED IN A LONG LANDING AND AN OVERRUN OF THE RUNWAY. FACTORS WERE THE WEATHER CONDITIONS (SKY OBSCURATION, LOW CEILING, FOG AND DRIZZLE) AT THE TIME OF THE ACCIDENT, AND THE WET RUNWAY CONDITIONS.

## Findings

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

Findings

1. (F) WEATHER CONDITION - OBSCURATION
2. (F) WEATHER CONDITION - LOW CEILING
3. (F) WEATHER CONDITION - FOG
4. (F) WEATHER CONDITION - DRIZZLE/MIST
5. (C) PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
6. (F) AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - WET

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Occurrence #2: ON GROUND/WATER COLLISION WITH OBJECT

Phase of Operation: LANDING - ROLL

Findings

7. OBJECT - FENCE
8. OBJECT - TREE(S)

## Factual Information

On January 26, 1994, at 0910 central standard time, a Cessna 310A, N5333A, landed long and overran the runway at the Dyersburg Municipal Airport in Dyersburg, Tennessee. The commercial pilot and one passenger were not injured. The aircraft was substantially damaged. The aircraft was owned and operated under 14 CFR Part 91 by the pilot. Instrument meteorological conditions prevailed at the time, and an instrument flight rules flight plan was filed for the personal flight. The flight originated in Springfield, Illinois at 0730 cst.

The pilot reported that he broke out of the weather at minimums, and landed the aircraft about one-half to two-thirds down the 5,000 foot long runway. The runway was wet, and he was unable to stop the aircraft in the remaining distance. The aircraft collided with a perimeter fence, then collided with trees. The right wing broke away from the fuselage, and the aircraft caught fire. The pilot put out the fire with a hand-held extinguisher. The pilot reported no mechanical malfunction or failure with the aircraft following the accident.

The reported visibility at the time of the accident was 1.25 miles. The visibility minimums for the Dyersburg VOR/DME Runway 4 approach were 1 mile. The minimum descent altitude (MDA) for the approach was 750 feet mean sea level, or 455 feet above ground level. The sky condition at the time of the accident was partially obscured, with a ceiling of 100 feet.

### Pilot Information

<b>Certificate:</b>	Commercial; Flight instructor	<b>Age:</b>	22, Male
<b>Airplane Rating(s):</b>	Single-engine land; Multi-engine land	<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>	No
<b>Instructor Rating(s):</b>	Airplane multi-engine; Airplane single-engine; Instrument airplane	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 1 Valid Medical—no waivers/lim.	<b>Last FAA Medical Exam:</b>	May 26, 1993
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	2050 hours (Total, all aircraft), 210 hours (Total, this make and model), 1816 hours (Pilot In Command, all aircraft), 301 hours (Last 90 days, all aircraft), 81 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N5333A
<b>Model/Series:</b>	310A 310A	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	35533
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	November 24, 1993 Annual	<b>Certified Max Gross Wt.:</b>	4600 lbs
<b>Time Since Last Inspection:</b>	31 Hrs	<b>Engines:</b>	2 Reciprocating
<b>Airframe Total Time:</b>	4893 Hrs	<b>Engine Manufacturer:</b>	CONTINENTAL
<b>ELT:</b>	Installed	<b>Engine Model/Series:</b>	O-470-M
<b>Registered Owner:</b>	MCCULLOUGH, BRIAN K.	<b>Rated Power:</b>	240 Horsepower
<b>Operator:</b>	MCCULLOUGH, BRIAN K.	<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>	Instrument (IMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	DYR ,337 ft msl	<b>Distance from Accident Site:</b>	1 Nautical Miles
<b>Observation Time:</b>	09:14 Local	<b>Direction from Accident Site:</b>	40°
<b>Lowest Cloud Condition:</b>		<b>Visibility</b>	1.25 miles
<b>Lowest Ceiling:</b>	Overcast / 100 ft AGL	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	4 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	80°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30 inches Hg	<b>Temperature/Dew Point:</b>	12°C / 11°C
<b>Precipitation and Obscuration:</b>	N/A - None - Fog		
<b>Departure Point:</b>	SPRINGFIELD , IL (SPI)	<b>Type of Flight Plan Filed:</b>	IFR
<b>Destination:</b>		<b>Type of Clearance:</b>	IFR
<b>Departure Time:</b>	07:30 Local	<b>Type of Airspace:</b>	Class D

## Airport Information

<b>Airport:</b>	DYERSBURG MUNICIPAL DYR	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	338 ft msl	<b>Runway Surface Condition:</b>	Wet
<b>Runway Used:</b>	4	<b>IFR Approach:</b>	VOR/DME
<b>Runway Length/Width:</b>	5000 ft / 100 ft	<b>VFR Approach/Landing:</b>	None

## 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>	On-ground
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	2 None	<b>Latitude, Longitude:</b>	36.029457,-89.379219(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Hicks, Ralph
<b>Additional Participating Persons:</b>	DEBORA J CATRON; MEMPHIS , TN KENNETH MCMINN; MEMPHIS , TN
<b>Original Publish Date:</b>	November 14, 1994
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	
<b>Investigation Docket:</b>	<a href="https://data.ntsb.gov/Docket?ProjectID=3343">https://data.ntsb.gov/Docket?ProjectID=3343</a>

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