



# Aviation Investigation Final Report

<b>Location:</b>	OCEAN ISLE BCH, North Carolina	<b>Accident Number:</b>	ATL98LA104
<b>Date &amp; Time:</b>	August 6, 1998, 11:00 Local	<b>Registration:</b>	N4103F
<b>Aircraft:</b>	Cessna 172	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 Minor
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

The pilot returned to the departure airport for a full stop landing. As she turned final for the landing, she realized that another airplane was behind her in the traffic pattern. At this point she elected to maintain a higher than normal airspeed and altitude on final. The pilot reported that the airplane touched down about 2000 feet down the 4000 foot long runway. The airplane rolled off the departure end of the runway, crossed a two lane road, and collided with a ditch. The pilot also recalled that there was a slight cross wind during the landing, and as she applied brakes to stop the airplane, the brakes appeared to have been ineffective in slowing the airplane. No mechanical problems with the airplane were reported by the pilot.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's inadequate inflight planning that resulted in excessive airspeed and altitude for a full stop landing.

## Findings

Occurrence #1: OVERRUN  
Phase of Operation: LANDING

### Findings

1. (C) IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND
2. (C) AIRSPEED - EXCESSIVE - PILOT IN COMMAND

3. (C) ALTITUDE - EXCESSIVE - PILOT IN COMMAND

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Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER

Phase of Operation: LANDING - ROLL

Findings

4. TERRAIN CONDITION - DITCH

## Factual Information

On August 6, 1998, at 1100 eastern daylight time, a Cessna 172, N4103F, collided with a ditch, according to the pilot, on the departure end of runway 06 at the Ocean Isle Beach airport in Ocean Isle Beach, North Carolina. The personal flight operated under the provisions of Title 14 CFR Part 91 with no flight plan filed. A review of weather data from the nearest reporting facility disclosed that visual weather conditions prevailed at the time of the accident. An examination of the airplane at the accident site disclosed that the airframe received substantial damage. The private pilot received minor injuries. The airplane departed Ocean Isle Beach, North Carolina, at 1030. The pilot reported that she had completed a routine pleasure flight and had returned to Ocean Isle Beach for a full stop landing. As she turned final for the landing, she realized that another airplane was behind her in the traffic pattern. At this point she elected to maintain a higher than normal airspeed and altitude on final. The pilot reported that the airplane touched down about 2000 feet down the 4000 foot long runway. The airplane rolled off the departure end of the runway, crossed a two lane road, and collided with a ditch. The pilot also recalled that there was a slight cross wind during the landing, and as she applied brakes to stop the airplane, the brakes appeared to have been ineffective in slowing the airplane.

No mechanical problems with the airplane were reported by the pilot.

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	77,Female
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Valid Medical--w/ waivers/lim	<b>Last FAA Medical Exam:</b>	May 31, 1997
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	750 hours (Total, all aircraft), 750 hours (Total, this make and model), 3 hours (Last 90 days, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	N4103F
<b>Model/Series:</b>	172 172	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	46003
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	January 15, 1998 Annual	<b>Certified Max Gross Wt.:</b>	2200 lbs
<b>Time Since Last Inspection:</b>	50 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	3900 Hrs	<b>Engine Manufacturer:</b>	Continental
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	O-300-A
<b>Registered Owner:</b>	JEANNE T. STACKHOUSE	<b>Rated Power:</b>	145 Horsepower
<b>Operator:</b>		<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>	ILM ,32 ft msl	<b>Distance from Accident Site:</b>	50 Nautical Miles
<b>Observation Time:</b>	10:53 Local	<b>Direction from Accident Site:</b>	360°
<b>Lowest Cloud Condition:</b>	Unknown	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	Overcast / 1200 ft AGL	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	7 knots / None	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	360°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30 inches Hg	<b>Temperature/Dew Point:</b>	26°C / 21°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	(6J0 )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>		<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	10:30 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	OCEAN ISLE AIRPORT 6S5	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	32 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	6	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	4000 ft / 75 ft	<b>VFR Approach/Landing:</b>	Full stop

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Minor	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 Minor	<b>Latitude, Longitude:</b>	33.930122,-78.469596(est)

## Administrative Information

Investigator In Charge (IIC):	Powell, Phillip
Additional Participating Persons:	JOE SAPP; WINSTON SALEM , NC
Original Publish Date:	February 15, 2001
Last Revision Date:	
Investigation Class:	<a href="#">Class</a>
Note:	
Investigation Docket:	<a href="https://data.nts.gov/Docket?ProjectID=43626">https://data.nts.gov/Docket?ProjectID=43626</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](#).