



Aviation Investigation Final Report

Location:	Conway, Arkansas	Accident Number:	FTW02LA121
Date & Time:	April 13, 2002, 15:30 Local	Registration:	N4090D
Aircraft:	Cessna 182A	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Serious, 4 None
Flight Conducted Under:	Part 91: General aviation - Skydiving		

Analysis

The pilot landed long beyond his intended touchdown point. He delayed his decision to initiate a go-around. The airplane struck trees at the end 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 land the airplane at a proper touchdown point on the runway and his delayed decision to initiate a go-around over high obstacles.

Findings

Occurrence #1: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: GO-AROUND (VFR)

Findings

1. OBJECT - TREE(S)
2. (C) PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
3. (C) GO-AROUND - DELAYED - PILOT IN COMMAND

Factual Information

On April 13, 2002, approximately 1530 central daylight time, a Cessna 182A airplane, N4090D, registered to and operated by a private individual was substantially damaged when it collided with trees and the ground during a VFR go-around at a private grass airstrip located near Conway, Arkansas. The private pilot sustained serious injuries and his 4 passengers were not injured. Visual meteorological conditions prevailed and a flight plan was not filed for the Title 14 Code of Federal Regulations Part 91 air drop flight. The flight originated at 1545 from the private airstrip.

According to information provided in the enclosed NTSB Pilot/Operator Accident Report (NTSB Form 6120.1/2), the pilot landed long beyond his intended touchdown point. The pilot delayed his decision to initiate a go-around. The airplane struck trees at the end of the runway.

Pilot Information

Certificate:	Private	Age:	Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane single-engine	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	850 hours (Total, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N4090D
Model/Series:	182A	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal; Utility	Serial Number:	34790
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	August 2, 2001 Annual	Certified Max Gross Wt.:	2650 lbs
Time Since Last Inspection:	25 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	3652 Hrs at time of accident	Engine Manufacturer:	Continental
ELT:	Installed, not activated	Engine Model/Series:	O-470-RCL
Registered Owner:	Twin Beach 745PD Inc.	Rated Power:	230 Horsepower
Operator:	Rex Poe	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	LIT	Distance from Accident Site:	
Observation Time:	16:20 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Scattered / 8000 ft AGL	Visibility	7 miles
Lowest Ceiling:	Broken / 25000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	7 knots / None	Turbulence Type Forecast/Actual:	/
Wind Direction:	150°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	27°C / 18°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Conway, AR (AR88)	Type of Flight Plan Filed:	None
Destination:	Conway, AR (AR88)	Type of Clearance:	None
Departure Time:	15:30 Local	Type of Airspace:	Class G

Airport Information

Airport:	Poe's Airport AR88	Runway Surface Type:	Grass/turf
Airport Elevation:	300 ft msl	Runway Surface Condition:	Dry
Runway Used:	10	IFR Approach:	None
Runway Length/Width:	2800 ft / 80 ft	VFR Approach/Landing:	Go around

Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Substantial
Passenger Injuries:	4 None	Aircraft Fire:	
Ground Injuries:	N/A	Aircraft Explosion:	
Total Injuries:	1 Serious, 4 None	Latitude, Longitude:	35.054721,-92.353889

Administrative Information

Investigator In Charge (IIC):

Additional Participating Persons: Mike Church; FAA; Little Rock, AR

Original Publish Date: April 29, 2003

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=54557>

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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](#).