



Aviation Investigation Final Report

Location:	Roanoke, Texas	Accident Number:	DFW05LA141
Date & Time:	May 28, 2005, 19:30 Local	Registration:	N757ME
Aircraft:	Cessna R182	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

While landing on a 3,500-foot long wet runway with about 1,800 feet remaining, the 442-hour pilot stated that the airplane "hydroplaned on [a] slick painted surface" and he was able to maintain directional control until the airplane rolled off the end of the runway. Subsequently, the airplane struck a barbwire fence and impacted a tree. A weather observation station located six miles southwest of the accident site reported 6 minutes before the accident wind from 080 degrees at 6 knots, light rain and mist, few clouds at 800 feet, broken clouds at 2,600 feet, overcast cloud layer at 3,100 feet.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's misjudgment of distance needed to land to a full stop resulting in an overrun. Contributing factors were the prevailing rain and the encounter with hydroplaning conditions.

Findings

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

Findings

1. (F) AIRCRAFT PERFORMANCE, HYDROPLANING CONDITION - ENTERED
2. (C) DISTANCE - MISJUDGED - PILOT IN COMMAND

Occurrence #2: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: LANDING - ROLL

Findings

- 3. OBJECT - FENCE
- 4. OBJECT - TREE(S)

Factual Information

On May 28, 2005, approximately 1930 central daylight time, a single-engine Cessna R182 airplane, N757ME, registered to and operated by Henley's Training Academy, Inc., of Addison, Texas, was substantially damaged when it overran the departure end of Runway 17 while landing at the Northwest Regional Airport (52F), near Roanoke, Texas. The commercial pilot, sole occupant of the airplane, was not injured. Visual meteorological conditions prevailed and flight plan was not filed for the 14 Code of Federal Regulations Part 91 personal flight. The local flight originated from the Denton Municipal Airport (DTO), near Denton, Texas, at 1905.

The 442-hour pilot reported in the Pilot/Operator Aircraft Accident Report (NTSB Form 6120.1/2) that while landing on Runway 17 (a 3,500-foot long and 40-foot wide asphalt runway), the airplane touched down long with about 1,800 feet of runway remaining. The pilot stated that the airplane "hydroplaned on [a] slick painted surface" and he was able to maintain directional control until the airplane rolled off the departure end of the runway. The airplane struck a barbwire fence and impacted a tree with the left wing approximately 50 feet beyond the departure end of the runway. The pilot added that the runway was wet at the time of the accident.

Examination of the airplane by an Federal Aviation Administration (FAA) inspector, who responded to the accident site, revealed that the left wing sustained structural damage.

At 1924 the automated weather observation system located at the Fort Worth Alliance Airport (located six miles southwest of 52F) reported wind from 080 degrees at 6 knots, light rain and mist, few clouds at 800 feet, broken clouds at 2,600 feet, an overcast cloud layer at 3,100 feet, temperature 21 degrees Celsius, dew point, 19 degrees Celsius, barometric altimeter 29.86 inches of Mercury.

Pilot Information

Certificate:	Commercial	Age:	39, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3	Last FAA Medical Exam:	April 1, 2003
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	May 1, 2005
Flight Time:	442 hours (Total, all aircraft), 47 hours (Total, this make and model), 395 hours (Pilot In Command, all aircraft), 75 hours (Last 90 days, all aircraft), 32 hours (Last 30 days, all aircraft), 7 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N757ME
Model/Series:	R182	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	R18201247
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	March 1, 2005 Annual	Certified Max Gross Wt.:	3100 lbs
Time Since Last Inspection:	77.7 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	5117.61 Hrs as of last inspection	Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	O-540
Registered Owner:	Henley's Training Academy Inc.	Rated Power:	235 Horsepower
Operator:		Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	AFW,722 ft msl	Distance from Accident Site:	6 Nautical Miles
Observation Time:	19:24 Local	Direction from Accident Site:	200°
Lowest Cloud Condition:	2600 ft AGL	Visibility	5 miles
Lowest Ceiling:	Overcast / 3100 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	80°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.86 inches Hg	Temperature/Dew Point:	21°C / 19°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Denton, TX (DTO)	Type of Flight Plan Filed:	None
Destination:	Roanoke, TX (52F)	Type of Clearance:	None
Departure Time:	19:05 Local	Type of Airspace:	

Airport Information

Airport:	Northwest Regional Airport 52F	Runway Surface Type:	Asphalt
Airport Elevation:	643 ft msl	Runway Surface Condition:	Wet
Runway Used:	17	IFR Approach:	None
Runway Length/Width:	3500 ft / 40 ft	VFR Approach/Landing:	Full stop

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	33.04972,-97.232223

Administrative Information

Investigator In Charge (IIC):	Lemishko, Alexander
Additional Participating Persons:	Curt Mahaffey; Federal Aviation Administration; Fort Worth, TX
Original Publish Date:	September 13, 2005
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=61589

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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](#).