



Aviation Investigation Final Report

Location:	GLADEWATER, Texas	Accident Number:	FTW82DA326
Date & Time:	August 12, 1982, 22:30 Local	Registration:	N86435
Aircraft:	CESSNA 337D	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation		

Analysis

THE PILOT MADE A NIGHT LANDING, NOSE HIGH AND DRAGGED THE REAR PROPELLER. IN ATTEMPTING A GO-AROUND, HE DRAGGED A WING AND DECIDED TO ABORT. DURING THE ABORTED GO-AROUND, HE RAN OFF THE END OF THE RUNWAY AND DAMAGED THE AIRCRAFT ON ROUGH, BRUSHY TERRAIN. THE PILOT STATED THAT HE NEEDED MORE NIGHT TRAINING.

Probable Cause and Findings

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

Findings

Occurrence #1: HARD LANDING
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

1. (F) LIGHT CONDITION - DARK NIGHT
2. (C) LEVEL OFF - IMPROPER - PILOT IN COMMAND
3. LACK OF EXPERIENCE - PILOT IN COMMAND
4. PROPELLER SYSTEM/ACCESSORIES, BLADE - OVERLOAD
5. PROPELLER SYSTEM/ACCESSORIES, BLADE - BENT

Occurrence #2: DRAGGED WING, ROTOR, POD, FLOAT OR TAIL/SKID
Phase of Operation: LANDING

Findings

- 6. GO-AROUND - ATTEMPTED - PILOT IN COMMAND
- 7. (C) FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND

Occurrence #3: OVERRUN
Phase of Operation: LANDING

Findings

- 8. ABORT - PERFORMED - PILOT IN COMMAND
- 9. (F) TERRAIN CONDITION - ROUGH/UNEVEN
- 10. (F) TERRAIN CONDITION - HIGH VEGETATION

Factual Information

Pilot Information

Certificate:	Private	Age:	59, Male
Airplane Rating(s):	Multi-engine land	Seat Occupied:	Unknown
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	May 26, 1982
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	259 hours (Total, all aircraft), 64 hours (Total, this make and model), 259 hours (Pilot In Command, all aircraft), 23 hours (Last 90 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N86435
Model/Series:	337D 337D	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:		Serial Number:	337-1185
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	4400 lbs
Time Since Last Inspection:	11 Hrs	Engines:	2 Reciprocating
Airframe Total Time:	52 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed	Engine Model/Series:	TSIO-360-A/B
Registered Owner:	JOHN LANGLEY EQUIPMENT COMPANY	Rated Power:	210 Horsepower
Operator:	JOHN LANGLEY EQUIPMENT COMPANY	Operating Certificate(s) Held:	
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Night/dark
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Scattered / 15000 ft AGL	Visibility	15 miles
Lowest Ceiling:	Unknown	Visibility (RVR):	
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	140°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	82°C
Precipitation and Obscuration:	N/A - None - Haze		
Departure Point:	GILMER , TX	Type of Flight Plan Filed:	None
Destination:	GLADEWATER , TX	Type of Clearance:	None
Departure Time:	22:08 Local	Type of Airspace:	

Airport Information

Airport:	GLADEWATER 07F	Runway Surface Type:	Asphalt
Airport Elevation:	0 ft msl	Runway Surface Condition:	Dry
Runway Used:	13	IFR Approach:	
Runway Length/Width:	3300 ft / 80 ft	VFR Approach/Landing:	Straight-in

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:	32.539451,-94.939926(est)

Administrative Information

Investigator In Charge (IIC):

Additional Participating Persons:

Original Publish Date: August 12, 1983

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=70834>

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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](#).