



# Aviation Investigation Final Report

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<b>Location:</b>	Waynesville, Ohio	<b>Accident Number:</b>	GAA18CA487
<b>Date &amp; Time:</b>	August 10, 2018, 17:15 Local	<b>Registration:</b>	N29204
<b>Aircraft:</b>	Cessna U206	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Runway excursion	<b>Injuries:</b>	6 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Skydiving		

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## Analysis

The pilot reported that, while he was climbing the airplane to jump altitude with skydivers onboard, it encountered "light rain," so he decided to postpone the jump and return to the airport. Upon crossing the runway threshold, about 100 ft above ground level, he initiated a go-around, but the airplane "did not climb." The pilot then decided to land on the remaining runway. After touchdown, he applied full braking, but the airplane overran the end of the runway into a corn field.

The airplane sustained substantial damage to the left wing and horizontal stabilizer.

The pilot reported that there were no preaccident mechanical failures or malfunctions with the airplane that would have precluded normal operation.

An automated weather observation station located about 7 miles from the accident airport reported that, about 20 minutes before the accident, the wind was from 280° at 8 knots. The pilot reported that, at the accident airport, about the time of the accident, the wind was from the northwest with rain. The pilot landed the airplane on runway 26.

## Probable Cause and Findings

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

The pilot's inability to stop the airplane on the wet runway after an aborted go-around, which resulted in a runway overrun and impact with terrain.

## Findings

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<b>Environmental issues</b>	Wet surface - Effect on operation
<b>Personnel issues</b>	(general) - Pilot
<b>Environmental issues</b>	Rain - Effect on operation

## Factual Information

### History of Flight

<b>Initial climb</b>	Other weather encounter
<b>Landing-landing roll</b>	Runway excursion (Defining event)
<b>Landing-landing roll</b>	Collision with terr/obj (non-CFIT)

### Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	23, Male
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Unknown
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 1 Without waivers/limitations	<b>Last FAA Medical Exam:</b>	September 19, 2017
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	September 24, 2016
<b>Flight Time:</b>	(Estimated) 894.9 hours (Total, all aircraft), 445.6 hours (Total, this make and model), 839 hours (Pilot In Command, all aircraft), 125.1 hours (Last 90 days, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	N29204
<b>Model/Series:</b>	U206 C	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>	1968	<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	U206-1162
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	July 15, 2018 100 hour	<b>Certified Max Gross Wt.:</b>	3600 lbs
<b>Time Since Last Inspection:</b>	7939.29 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	at time of accident	<b>Engine Manufacturer:</b>	Continental
<b>ELT:</b>	Not installed	<b>Engine Model/Series:</b>	TSIO-520 C3B
<b>Registered Owner:</b>	Jms Aviation LLC	<b>Rated Power:</b>	300 Horsepower
<b>Operator:</b>	Jms Aviation LLC	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	KMGY,962 ft msl	<b>Distance from Accident Site:</b>	7 Nautical Miles
<b>Observation Time:</b>	20:53 Local	<b>Direction from Accident Site:</b>	318°
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	8 knots / None	<b>Turbulence Type Forecast/Actual:</b>	None / None
<b>Wind Direction:</b>	280°	<b>Turbulence Severity Forecast/Actual:</b>	N/A / N/A
<b>Altimeter Setting:</b>	29.9 inches Hg	<b>Temperature/Dew Point:</b>	31°C / 21°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Waynesville, OH (40I )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Waynesville, OH (40I )	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	17:00 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	Red Stewart Airfield 401	<b>Runway Surface Type:</b>	Grass/turf
<b>Airport Elevation:</b>	955 ft msl	<b>Runway Surface Condition:</b>	Wet
<b>Runway Used:</b>	26	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	3142 ft / 150 ft	<b>VFR Approach/Landing:</b>	Full stop;Traffic pattern

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	5 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	6 None	<b>Latitude, Longitude:</b>	39.505279,-84.121948(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Nepomuceno, Eleazar
<b>Additional Participating Persons:</b>	Gary Middleton; FAA; Cincinnati, OH
<b>Original Publish Date:</b>	February 11, 2020
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	This accident report documents the factual circumstances of this accident as described to the NTSB.
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=98065">https://data.nts.gov/Docket?ProjectID=98065</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](#).