



# National Transportation Safety Board Aviation Accident Data Summary

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<b>Location:</b>	LINDEN, TN	<b>Accident Number:</b>	ATL95LA068
<b>Date &amp; Time:</b>	03/20/1995, 1345 CST	<b>Registration:</b>	N163GA
<b>Aircraft:</b>	PIPER PA-60	<b>Injuries:</b>	1 Minor
<b>Flight Conducted Under:</b>	Part 135: Air Taxi & Commuter - Non-scheduled		

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## Analysis

DURING A VISUAL APPROACH, THE AIRPLANE OVERRAN THE RUNWAY END, COLLIDING WITH A CONCRETE WALL AND TREES. ACCORDING TO A WITNESS, THE AIRCRAFT ATTEMPTED TO LAND TWICE, AND EXECUTED A GO-AROUND EACH TIME. THE PILOT STATED THAT HE LANDED ABOUT HALFWAY DOWN THE 3600 FOOT RUNWAY, AND THAT THERE WERE NO MALFUNCTIONS OF THE AIRPLANE. AN FAA INSPECTOR REPORTED THAT SKID MARKS, FROM HARD BRAKING, WERE FOUND ON RUNWAY 18. ACCORDING TO THE NASHVILLE AUTOMATED FLIGHT SERVICE STATION, AT THE TIME OF THE ACCIDENT THERE WAS LIGHT RAIN, AND THE WIND WAS 230 DEGREES AT 15 KNOTS WITH GUSTS TO 23 KNOTS.

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S FAILURE TO ATTAIN A PROPER TOUCHDOWN POINT RESULTING IN THE AIRCRAFT OVERRUNNING THE RUNWAY. GUSTY WEATHER CONDITIONS AND THE WET RUNWAY WERE ALSO CONTRIBUTING FACTORS.

## Findings

Occurrence #1: OVERRUN

Phase of Operation: LANDING - ROLL

### Findings

1. (C) PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
2. (F) WEATHER CONDITION - GUSTS
3. (F) AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - WET

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Occurrence #2: ON GROUND/WATER COLLISION WITH OBJECT

Phase of Operation: LANDING - ROLL

### Findings

4. (F) OBJECT - WALL/BARRICADE
5. (F) OBJECT - TREE(S)

## Pilot Information

<b>Certificate:</b>	Flight Instructor; Commercial	<b>Age:</b>	31
<b>Airplane Rating(s):</b>	Multi-engine Land	<b>Instrument Rating(s):</b>	Airplane
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	Airplane Multi-engine; Instrument Airplane
<b>Flight Time:</b>	2350 hours (Total, all aircraft), 900 hours (Total, this make and model), 2150 hours (Pilot In Command, all aircraft), 90 hours (Last 90 days, all aircraft), 30 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	PIPER	<b>Registration:</b>	N163GA
<b>Model/Series:</b>	PA-60 PA-60	<b>Engines:</b>	2 Reciprocating
<b>Operator:</b>	GRAND AIRE EXPRESS	<b>Engine Manufacturer:</b>	LYCOMING
<b>Operating Certificate(s) Held:</b>	On-demand Air Taxi (135)	<b>Engine Model/Series:</b>	IO-540-S1A5
<b>Flight Conducted Under:</b>	Part 135: Air Taxi & Commuter - Non-scheduled		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	BNA, 599 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	Broken / 5000 ft agl	<b>Wind Speed/Gusts, Direction:</b>	15 knots / 23 knots, 230°
<b>Temperature:</b>	20° C	<b>Visibility</b>	12 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	RICHMOND, KY (I39)	<b>Destination:</b>	(M15)

## Airport Information

<b>Airport:</b>	PERRY COUNTY (M15)	<b>Runway Surface Type:</b>	Asphalt
<b>Runway Used:</b>	18	<b>Runway Surface Condition:</b>	Wet
<b>Runway Length/Width:</b>	3600 ft / 75 ft		

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Minor	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	N/A	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Latitude, Longitude:</b>			

## Administrative Information

Investigator In Charge (IIC): PRESTON E HICKS,

Adopted Date: 09/24/1995

Investigation Docket: NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at [pubinq@ntsb.gov](mailto:pubinq@ntsb.gov), or at 800-877-6799. Dockets released after this date are available at <http://dms.nts.gov/pubdms/>.

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