



National Transportation Safety Board Aviation Accident Final Report

Location:	ATLANTA, GA	Accident Number:	ATL82FKG12
Date & Time:	04/25/1982, 1033 EDT	Registration:	N6823C
Aircraft:	CESSNA 421C	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	2 Serious, 1 Minor
Flight Conducted Under:	Part 91: General Aviation - Business		

Analysis

DURING ARRIVAL, THE PILOT WAS CLEARED FOR AN ILS APPROACH TO RUNWAY 20L. THE PILOT STATED THAT THE APPROACH WAS NORMAL IN MODERATE TO HEAVY RAIN AND HE BROKE OUT AT ABOUT 800 FT AGL. HE CROSSED THE END OF THE RUNWAY WITH FULL FLAPS, WAS HIGH, AND TOUCHED DOWN NEAR THE INTERSECTION OF RUNWAY 20L AND RUNWAY 27. THIS INTERSECTION WAS ABOUT 3100 FT BEYOND THE APPROACH END OF RUNWAY 20L. AFTER TOUCHDOWN, THE AIRCRAFT CONTINUED OFF THE END OF THE RUNWAY, WENT OVER AN EMBANKMENT AND CAME TO REST ABOUT 50 FT BEYOND THE RUNWAY IN SOFT MUD. DURING THE INVESTIGATION WHITE TIRE MARKS WERE FOUND NEAR THE END OF THE RUNWAY. THESE MARKS RESEMBLED THOSE MADE BY HYDROPLANING ACTION. THE PILOT STATED HE HAD TROUBLE SEEING THE RUNWAY AND THAT WINDSHIELD WIPERS WOULD HAVE BEEN HELPFUL.

Probable Cause and Findings

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

Findings

Occurrence #1: OVERRUN

Phase of Operation: LANDING - ROLL

Findings

1. (F) WEATHER CONDITION - LOW CEILING
 2. (F) WEATHER CONDITION - RAIN
 3. (C) DISTANCE - MISJUDGED - PILOT IN COMMAND
 4. (F) VISUAL/AURAL DETECTION - PILOT IN COMMAND
 5. (C) AIRSPEED - MISJUDGED - PILOT IN COMMAND
 6. (C) GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
 7. (F) TERRAIN CONDITION - WET
 8. (F) AIRCRAFT PERFORMANCE, HYDROPLANING CONDITION - WATER
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Occurrence #2: COMPLETE GEAR COLLAPSED

Phase of Operation: LANDING - ROLL

Findings

9. (F) TERRAIN CONDITION - DOWNHILL
10. (F) TERRAIN CONDITION - WET
11. (F) TERRAIN CONDITION - SOFT
12. (F) LANDING GEAR - OVERLOAD

Factual Information

Pilot Information

Certificate:	Private	Age:	51, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Unknown
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	01/30/1981
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	2197 hours (Total, all aircraft), 1406 hours (Total, this make and model), 2148 hours (Pilot In Command, all aircraft), 45 hours (Last 90 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N6823C
Model/Series:	421C 421C	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:		Serial Number:	0475
Landing Gear Type:	Retractable - Tricycle	Seats:	8
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	2800 lbs
Time Since Last Inspection:	73 Hours	Engines:	2 Reciprocating
Airframe Total Time:	2058 Hours	Engine Manufacturer:	CONTINENTAL
ELT:	Installed	Engine Model/Series:	GTSIO-520L
Registered Owner:	JOANNE LECRAW	Rated Power:	435 hp
Operator:	JOANNE LECRAW	Operating Certificate(s) Held:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	2 Miles
Lowest Ceiling:	Broken / 800 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	90°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	55° C / 0° C
Precipitation and Obscuration:			
Departure Point:	BRUNSWICK, GA	Type of Flight Plan Filed:	IFR
Destination:	ATLANTA, GA	Type of Clearance:	Special VFR
Departure Time:	0800	Type of Airspace:	

Airport Information

Airport:	DEKALB-PEACHTREE (PDK)	Runway Surface Type:	Concrete
Airport Elevation:	0 ft	Runway Surface Condition:	Wet
Runway Used:	0	IFR Approach:	ILS
Runway Length/Width:	5000 ft / 100 ft	VFR Approach/Landing:	

Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Destroyed
Passenger Injuries:	1 Serious, 1 Minor	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Serious, 1 Minor	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	Report Date:	04/25/1983
Additional Participating Persons:		
Publish Date:		
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 , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .	

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The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).