



Aviation Investigation Factual Report

Location:	Mt. Pleasant, South Carolina	Accident Number:	MIA02LA125
Date & Time:	July 2, 2002, 14:30 Local	Registration:	N2043N
Aircraft:	Mooney M20R	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Factual Information

On July 2, 2002, about 1430, eastern daylight time, a Mooney M20R, N2043N, registered to Clark Chemical Inc., and operated by a private individual, as a Title 14 CFR Part 91 personal flight, crashed while the pilot was attempting a go-around at East Cooper Airport, Mt. Pleasant, South Carolina. Visual meteorological conditions prevailed, and an instrument flight rules flight plan was filed. The airplane incurred substantial damage, and the private-rated pilot, the sole occupant, received no injuries. The flight originated from McCollum Field, Marietta, Georgia, the same day, about 1300.

The pilot stated that it had been a routine flight all the way to short final, but the approach speed was a little fast, and the airplane touched down about a third of the way down the runway. He said it bounced once, and he pulled back on yoke, expecting it to settle to the runway, but it bounced again. He said the nose was high so he added power to affect a go-around, but the airplane did not climb as he expected. He said he activated the flap control, intending to raise them just a notch, but accidentally raised the flaps all the way, and the airplane yawed to the left and descended, impacting the ground. The pilot further stated that the airplane incurred damage to its wings, fuselage, propeller, and landing gear, and that there had been no preaccident mechanical failure or malfunction to the airframe, flight controls or engine.

According to a witness, the accident airplane approached for a landing, and it struck the runway in a "nose wheel-first attitude," and subsequently porpoised three or four times. The witness stated that after the last bounce, it appeared that the pilot applied full power, while he maintained a nose-high attitude, about 50 feet above the runway. He said the airplane then banked 90 degrees to the left, descended, and impacted the ground in a nose-low attitude, with either its propeller or left wing before "cart wheeling" and coming to rest in a field to the left of the departure end of the runway.

Pilot Information

Certificate:	Private	Age:	55, Male
Airplane Rating(s):	Single-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 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	May 30, 2001
Occupational Pilot:	No	Last Flight Review or Equivalent:	February 11, 2002
Flight Time:	2185 hours (Total, all aircraft), 875 hours (Total, this make and model), 2100 hours (Pilot In Command, all aircraft), 35 hours (Last 90 days, all aircraft), 10 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Mooney	Registration:	N2043N
Model/Series:	M20R	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	29-0104
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	August 31, 2001 Annual	Certified Max Gross Wt.:	3360 lbs
Time Since Last Inspection:	43 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	875 Hrs at time of accident	Engine Manufacturer:	Teledyne Continental
ELT:	Installed, not activated	Engine Model/Series:	IO-550G-6B
Registered Owner:	Clark Chemical Inc.	Rated Power:	280 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:	CHS,45 ft msl	Distance from Accident Site:	13 Nautical Miles
Observation Time:	13:56 Local	Direction from Accident Site:	275°
Lowest Cloud Condition:	Scattered / 3600 ft AGL	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	5 knots / None	Turbulence Type Forecast/Actual:	/
Wind Direction:	70°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.07 inches Hg	Temperature/Dew Point:	31°C / 22°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Marietta, GA (RYY)	Type of Flight Plan Filed:	IFR
Destination:	Mt. Pleasant, SC (8S5)	Type of Clearance:	IFR
Departure Time:	13:00 Local	Type of Airspace:	Class E

Airport Information

Airport:	East Cooper 8S5	Runway Surface Type:	Asphalt
Airport Elevation:	12 ft msl	Runway Surface Condition:	Dry
Runway Used:	17	IFR Approach:	None
Runway Length/Width:	3700 ft / 75 ft	VFR Approach/Landing:	Full stop;Go around;Traffic pattern

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:	32.897777,-79.782775

Administrative Information

Investigator In Charge (IIC): Lovell, John

Additional Participating Persons: Jim Malek; FAA FSDO; Columbia, SC

Report Date: August 7, 2002

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=55126>

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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](#).