



Aviation Investigation Final Report

Location:	Alturas, California	Accident Number:	WPR21LA148
Date & Time:	March 27, 2021, 12:30 Local	Registration:	N9146Q
Aircraft:	Mooney M20J	Aircraft Damage:	Substantial
Defining Event:	Abnormal runway contact	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The solo student pilot reported that, during landing, the airplane touched down on the main landing gear and bounced twice. He initiated a go-around, but the airplane did not have enough airspeed. The airplane drifted to the left and the left wing contacted the ground. The airplane slid off the side of the runway and collided with terrain. Both wings were substantially damaged. The pilot reported that there were no preaccident mechanical failures or malfunctions with the airplane that would have precluded normal operation.

Probable Cause and Findings

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

The student pilot's improper landing flare which resulted in a bounced landing, loss of airplane control and subsequent collision with terrain.

Findings

Personnel issues	Decision making/judgment - Student/instructed pilot
Personnel issues	Aircraft control - Student/instructed pilot
Aircraft	Landing flare - Not attained/maintained

Factual Information

History of Flight

Landing-flare/touchdown	Abnormal runway contact (Defining event)
Landing	Loss of control in flight

Student pilot Information

Certificate:	Student	Age:	51, Male
Airplane Rating(s):	None	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	3-point
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 2 With waivers/limitations	Last FAA Medical Exam:	October 31, 2019
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	132.8 hours (Total, all aircraft), 118.4 hours (Total, this make and model), 34.9 hours (Pilot In Command, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Mooney	Registration:	N9146Q
Model/Series:	M20J NO SERIES	Aircraft Category:	Airplane
Year of Manufacture:	1996	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	24-3384
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	July 18, 2020 Annual	Certified Max Gross Wt.:	2900 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	2167.6 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	I0360 A3B6 SER A&C
Registered Owner:	On file	Rated Power:	200 Horsepower
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KAAT	Distance from Accident Site:	0.5 Nautical Miles
Observation Time:	11:55 Local	Direction from Accident Site:	180°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	None / None
Wind Direction:		Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	30.34 inches Hg	Temperature/Dew Point:	17°C / -6°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Lakeview, OR (KLKV)	Type of Flight Plan Filed:	None
Destination:	Alturas, CA (KAAT)	Type of Clearance:	None
Departure Time:	12:00 Local	Type of Airspace:	Class G

Airport Information

Airport:	ALTURAS MUNI KAAT	Runway Surface Type:	Asphalt
Airport Elevation:	4378 ft msl	Runway Surface Condition:	Dry
Runway Used:	31	IFR Approach:	None
Runway Length/Width:	4228 ft / 50 ft	VFR Approach/Landing:	Go around;Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	41.515,-120.55(est)

Administrative Information

Investigator In Charge (IIC):	Bledsoe, James
Additional Participating Persons:	Oded Moore; FAA FSDO; Sacramento, CA
Original Publish Date:	September 29, 2021
Last Revision Date:	
Investigation Class:	Class 4
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=102829

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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](#).