



# Aviation Investigation Final Report

<b>Location:</b>	BASYE, Virginia	<b>Accident Number:</b>	BF092LA008
<b>Date &amp; Time:</b>	November 6, 1991, 10:35 Local	<b>Registration:</b>	N9326V
<b>Aircraft:</b>	MOONEY 20F	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	3 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

THE PILOT WAS ON A LOCAL FLIGHT THAT ORIGINATED AT MANASSAS, VIRGINIA, THEN HE DECIDED TO LAND AT SKY BRYCE AIRPORT, BASYE, VIRGINIA. IT WAS HIS FIRST TIME AT THIS AIRPORT. HE COMPLETED ONE LANDING ON RUNWAY 23 WITHOUT INCIDENT. HE STAYED IN THE TRAFFIC PATTERN FOR THE SECOND LANDING AND DURING FINAL APPROACH AT ABOUT 100 FEET ABOVE THE GROUND HE REALIZED THAT HE WOULD UNDERSHOOT THE RUNWAY. HE APPLIED POWER TO EXECUTE A GO AROUND, HOWEVER THE AIRCRAFT IMPACTED THE GROUND ABOUT 300 FEET SHORT OF THE RUNWAY AND SLID TO A STOP IN A CREEK. A WITNESS REPORTED GUSTY CONDITIONS AT THE TIME OF THE ACCIDENT.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT MISJUDGED THE ALTITUDE AND DISTANCE TO THE RUNWAY. FACTORS WERE THE GUSTY WEATHER CONDITIONS AND THE PILOT'S DELAY IN EXECUTING A GO AROUND.

### Findings

Occurrence #1: UNDERSHOOT  
Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

#### Findings

1. (F) WEATHER CONDITION - GUSTS

2. (C) DISTANCE - MISJUDGED - PILOT IN COMMAND
3. (C) ALTITUDE - MISJUDGED - PILOT IN COMMAND
4. (F) GO-AROUND - DELAYED - PILOT IN COMMAND

## Factual Information

### Pilot Information

<b>Certificate:</b>	Commercial; Flight instructor	<b>Age:</b>	49, 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>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	Airplane single-engine	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 Invalid Medical for flight	<b>Last FAA Medical Exam:</b>	October 29, 1990
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	916 hours (Total, all aircraft), 204 hours (Total, this make and model), 810 hours (Pilot In Command, all aircraft), 28 hours (Last 90 days, all aircraft), 4 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	MOONEY	<b>Registration:</b>	N9326V
<b>Model/Series:</b>	20F 20F	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	700002
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	November 1, 1991 Annual	<b>Certified Max Gross Wt.:</b>	2740 lbs
<b>Time Since Last Inspection:</b>	3 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	2741 Hrs	<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Installed, activated, did not aid in locating accident	<b>Engine Model/Series:</b>	IO-360-A1A
<b>Registered Owner:</b>	LEO J KILLEN	<b>Rated Power:</b>	200 Horsepower
<b>Operator:</b>	LEO J KILLEN	<b>Operating Certificate(s) Held:</b>	None
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	CHO ,641 ft msl	<b>Distance from Accident Site:</b>	43 Nautical Miles
<b>Observation Time:</b>	10:53 Local	<b>Direction from Accident Site:</b>	330°
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	20 miles
<b>Lowest Ceiling:</b>	Broken / 5000 ft AGL	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	10 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	290°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30 inches Hg	<b>Temperature/Dew Point:</b>	21°C / 9°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	SKY BRYCE , VA (W92 )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>		<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	10:25 Local	<b>Type of Airspace:</b>	

## Airport Information

<b>Airport:</b>	SKY BRYCE W92	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	1263 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	23	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	2240 ft / 50 ft	<b>VFR Approach/Landing:</b>	Full stop

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	2 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	3 None	<b>Latitude, Longitude:</b>	38.82936,-78.799942(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Johnson, Beverly
<b>Additional Participating Persons:</b>	JOHN BROWN; WASHINGTON , DC
<b>Original Publish Date:</b>	March 24, 1993
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=11750">https://data.nts.gov/Docket?ProjectID=11750</a>

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