



Aviation Investigation Final Report

Location:	JOHNSTOWN, New York	Accident Number:	BF092LA075
Date & Time:	May 26, 1992, 22:23 Local	Registration:	N9541M
Aircraft:	MOONEY M20F	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Serious, 3 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PILOT TURNED ONTO FINAL APPROACH FOR A LANDING AFTER COMPLETING A VFR NIGHT CROSS COUNTRY. THE PILOT STATED THAT THE LANDING GEAR WAS LOWERED AND FULL FLAPS WERE SELECTED. THE PILOT FURTHER STATED THAT HIS AIRSPEED 'DROPPED TO 80 KNOTS' WHILE HE WAS ABOUT 100 FEET ABOVE THE GROUND, AT WHICH TIME HE ADDED MORE POWER TO 'KEEP MY NOSE UP'. THE AIRCRAFT IMPACTED TERRAIN APPROXIMATELY 200 FEET SHORT OF THE RUNWAY THRESHOLD.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT MISJUDGED ALTITUDE AND DISTANCE WHICH RESULTED IN A LANDING UNDERSHOOD. CONTRIBUTING TO THE ACCIDENT WAS NIGHT CONDITIONS.

Findings

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

Findings

1. (C) ALTITUDE - MISJUDGED - PILOT IN COMMAND
2. (C) DISTANCE - MISJUDGED - PILOT IN COMMAND
3. (F) LIGHT CONDITION - NIGHT

Factual Information

Pilot Information

Certificate:	Private	Age:	56, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Unknown	Last FAA Medical Exam:	October 22, 1991
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	922 hours (Total, all aircraft), 436 hours (Total, this make and model), 922 hours (Pilot In Command, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	MOONEY	Registration:	N9541M
Model/Series:	M20F M20F	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	September 24, 1991 Annual	Certified Max Gross Wt.:	2740 lbs
Time Since Last Inspection:	16 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	2984 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	IO-360-AIA
Registered Owner:	JOSEPH BENANTO	Rated Power:	200 Horsepower
Operator:	JOESPH BENANTO/JOHN A. PEPE	Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Night/bright
Observation Facility, Elevation:	SCH ,285 ft msl	Distance from Accident Site:	40 Nautical Miles
Observation Time:	10:00 Local	Direction from Accident Site:	310°
Lowest Cloud Condition:	5500 ft AGL	Visibility	15 miles
Lowest Ceiling:	Broken / 6000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	12°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	GROTON , CT (GTN)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	VFLF
Departure Time:	21:00 Local	Type of Airspace:	Class G

Airport Information

Airport:	JOHNSTOWN FULTON CO NY27	Runway Surface Type:	Asphalt
Airport Elevation:	300 ft msl	Runway Surface Condition:	Dry
Runway Used:	1	IFR Approach:	None
Runway Length/Width:	4000 ft / 75 ft	VFR Approach/Landing:	Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	1 Serious, 2 Minor	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Serious, 3 Minor	Latitude, Longitude:	42.999744,-74.370307(est)

Administrative Information

Investigator In Charge (IIC):	Guzzetti, Jeffrey
Additional Participating Persons:	MARY BARKER; ALBANY , NY
Original Publish Date:	June 30, 1993
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=11798

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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](#).