



Aviation Investigation Final Report

Location:	GLENWOOD SPRING, Colorado	Accident Number:	DEN90LA190
Date & Time:	August 25, 1990, 11:45 Local	Registration:	N74562
Aircraft:	MOONEY M20B	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PRIVATE PILOT LANDED MIDFIELD WITH A GUSTING TAILWIND. THE PLANE WAS UNABLE TO STOP ON THE 3,000 FOOT ASPHALT RUNWAY, AND OVERRAN INTO A SOFT TERRAIN. THE PLANE WAS DAMAGED WHEN IT RAN THROUGH A FENCE AND THE NOSE GEAR COLLAPSED IN THE SOFT TERRAIN. THE FIREWALL WAS BENT. THE PILOT SAID HE FLEW THE TAIL WIND LANDING BECAUSE HE HAD READ A SIGN ON THE AIRPORT WARNING OF 'LEGAL' CONSEQUENCES OF LANDING ON OTHER THAN RUNWAY 32, WHICH HE TOOK TO MEAN REGARDLESS OF WIND DIRECTION.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: WRONG RUNWAY SELECTION BY THE PILOT, RESULTING IN AN OVERRUN AND A COLLISION WITH A FENCE DURING LANDING ROLL. THE PREVAILING TAILWIND, RUNWAY INFORMATION AND MARKINGS, AND THE PILOT'S FAILURE TO USE THE PROPER TOUCHDOWN POINT ARE FACTORS.

Findings

Occurrence #1: OVERRUN
Phase of Operation: LANDING - ROLL

- Findings
1. (F) WEATHER CONDITION - TAILWIND

2. WEATHER CONDITION - TAILWIND
3. (C) WRONG RUNWAY - SELECTED - PILOT IN COMMAND
4. (F) FACILITY,INADEQUATE MANUALS/DIRECTIVES - AIRPORT PERSONNEL
5. TERRAIN CONDITION - SOFT

Occurrence #2: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: LANDING - ROLL

Findings

6. OBJECT - FENCE

Factual Information

Pilot Information

Certificate:	Private	Age:	38, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Unknown
Other Aircraft Rating(s):	Glider	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	July 12, 1990
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	408 hours (Total, all aircraft), 120 hours (Total, this make and model), 278 hours (Pilot In Command, all aircraft), 19 hours (Last 90 days, all aircraft), 1 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	MOONEY	Registration:	N74562
Model/Series:	M20B M20B	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:		Serial Number:	1873
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	2350 lbs
Time Since Last Inspection:	0 Hrs	Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	O-360-A1D
Registered Owner:	HARINGER SINGH NANDA	Rated Power:	180 Horsepower
Operator:		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:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:	11:35 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	50 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	17 knots / 21 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	160°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	-18°C / -18°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	GRANBY , CO (GNB)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	11:00 Local	Type of Airspace:	

Airport Information

Airport:	GLENWOOD SPRINGS GWS	Runway Surface Type:	Asphalt
Airport Elevation:	5900 ft msl	Runway Surface Condition:	Dry
Runway Used:	32	IFR Approach:	None
Runway Length/Width:	3300 ft / 50 ft	VFR Approach/Landing:	Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	39.53992,-107.330963(est)

Administrative Information

Investigator In Charge (IIC):	Collins, Robert
Additional Participating Persons:	DAVE SCHUUR; SALT LAKE CITY , UT
Original Publish Date:	November 9, 1992
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=17993

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