



Aviation Investigation Final Report

Location:	GILA BEND, Arizona	Accident Number:	LAX83LA410
Date & Time:	August 26, 1983, 10:27 Local	Registration:	N6020X
Aircraft:	MOONEY M20A	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Serious, 1 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE ACFT OVERRAN THE RWY AND COLLIDED WITH DITCH DURING LANDING. THE PLT REPORTED THAT THE ACFT FLOATED AFTER THE FLARE FOR LANDING AND EVEN THOUGH HEAVY BRAKING WAS USED AFTER LANDING THE ACFT DID NOT STOP ON THE RWY. THE WIND WAS CALM BUT THE PLT SAID HE HAD NOT OBSERVED THE WINDSOCK PRIOR TO LANDING. THE RWY USED IS 3800 FT LONG WITH A 200 FT OVERRUN. THE DITCH IS 100 BEYOND THE OVERRUN. THE PLT STATED IN HIS WRITTEN REPORT THAT HE SHOULD HAVE MADE A GO-AROUND WHEN HE KNEW HE COULD NOT MAKE THE LANDING APPROACH.

Probable Cause and Findings

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

Findings

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

Findings

1. (C) DISTANCE - MISJUDGED - PILOT IN COMMAND
 2. (C) AIRSPEED - MISJUDGED - PILOT IN COMMAND
 3. PROPER TOUCHDOWN POINT - EXCEEDED - PILOT IN COMMAND
 4. (C) GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
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Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: LANDING - ROLL

Findings

5. (F) TERRAIN CONDITION - DITCH

Factual Information

Pilot Information

Certificate:	Private	Age:	33, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):		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:	December 8, 1982
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	121 hours (Total, all aircraft), 57 hours (Total, this make and model), 77 hours (Pilot In Command, all aircraft), 64 hours (Last 90 days, all aircraft), 8 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	MOONEY	Registration:	N6020X
Model/Series:	M20A M20A	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:		Serial Number:	1608
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	May 13, 1983 Annual	Certified Max Gross Wt.:	2450 lbs
Time Since Last Inspection:	51 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	2920 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, activated	Engine Model/Series:	O-360-A1A
Registered Owner:	DOUGLAS S. GODBEY	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:	GBN ,778 ft msl	Distance from Accident Site:	3 Nautical Miles
Observation Time:	09:55 Local	Direction from Accident Site:	360°
Lowest Cloud Condition:	Clear	Visibility	30 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	36°C / 13°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	EL PASO , TX (ELP)	Type of Flight Plan Filed:	VFR
Destination:	LOS ANGELES , CA	Type of Clearance:	None
Departure Time:	07:30 Local	Type of Airspace:	Class G

Airport Information

Airport:	GILA BEND E63	Runway Surface Type:	Asphalt
Airport Elevation:	778 ft msl	Runway Surface Condition:	Dry
Runway Used:	22	IFR Approach:	None
Runway Length/Width:	3800 ft / 75 ft	VFR Approach/Landing:	Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	1 Serious	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Serious, 1 Minor	Latitude, Longitude:	32.989871,-112.900642(est)

Administrative Information

Investigator In Charge (IIC): Llorente, A.

Additional Participating Persons:

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=23835>

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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](#).