



Aviation Investigation Final Report

Location:	HANOVER, Pennsylvania	Accident Number:	IAD96LA135
Date & Time:	August 14, 1996, 20:50 Local	Registration:	N9103V
Aircraft:	Mooney M20F	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot stated that he was attempting to land on runway 09, and the airplane touched down at a taxiway entrance, about 1/3 of the way down from the approach end of the runway. He stated that he applied the brakes on the wet grass runway, then decided to go around, but decided too late. He said that at the end of the runway, he lifted off, but the right wing hit a road speed limit sign, which damaged the leading edge of the right wing. He landed the airplane 300 feet from the end of the runway. The pilot had only about 4 hours of flight time in this make and model of airplane.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the pilot's delay in aborting the landing. Factors related to the accident were: the lack of braking action on the wet grass runway, the pilot's lack of experience in the make and model of airplane, and the sign near the departure end of the runway.

Findings

Occurrence #1: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: LANDING - ROLL

Findings

1. (F) AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - GRASS
2. (F) AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - WET

3. (C) ABORTED LANDING - DELAYED - PILOT IN COMMAND
4. (F) LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
5. (F) OBJECT - SIGN

Factual Information

HISTORY OF FLIGHT

On August 14, 1996, at about 2050 eastern daylight time, a Mooney M20F, N9103V, owned and operated by the private pilot, overshot the runway and came to rest in a corn field while landing at Hanover Airport, in Hanover, Pennsylvania. The pilot, the sole occupant, reported no injuries, and the aircraft sustained substantial damage. Visual meteorological conditions prevailed and no flight plan was filed. The flight departed from Chester County Airport, Pennsylvania, 2020, and was conducted under 14 CFR Part 91.

The pilot stated that he was attempting to land on runway 09, and touchdown at the taxiway entrance. Approximately 1/3 way down from the approach end of the runway. He stated that he applied the brakes on the wet grass runway and then "decided to go-around but decided to late." He said that at the end of the runway he lifted off, but the right wing hit a road speed limit sign, which damaged the leading edge of the right wing. He landed the airplane 300 feet from the end of the runway.

WRECKAGE EXAMINATION/DOCUMENTATION

Damage to the aircraft consisted of the right wing leading edge, nose gear, and the right main gear.

Pilot Information

Certificate:	Private	Age:	33, 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 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	May 15, 1995
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	85 hours (Total, all aircraft), 4 hours (Total, this make and model), 53 hours (Pilot In Command, all aircraft), 13 hours (Last 90 days, all aircraft), 3 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Mooney	Registration:	N9103V
Model/Series:	M20F M20F	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	690022
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	August 1, 1996 Annual	Certified Max Gross Wt.:	2700 lbs
Time Since Last Inspection:	2 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	3140 Hrs	Engine Manufacturer:	Lycoming
ELT:	Installed	Engine Model/Series:	IO-360
Registered Owner:	MERLE A. HERR	Rated Power:	200 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:	Dusk
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	21°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	COATESVILLE , PA (40N)	Type of Flight Plan Filed:	None
Destination:	(6W6)	Type of Clearance:	None
Departure Time:	20:20 Local	Type of Airspace:	Class E

Airport Information

Airport:	HANOVER 6W6	Runway Surface Type:	Grass/turf
Airport Elevation:	560 ft msl	Runway Surface Condition:	Wet
Runway Used:	9	IFR Approach:	None
Runway Length/Width:	2700 ft / 140 ft	VFR Approach/Landing:	Full stop

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	39.810138,-76.979743(est)

Administrative Information

Investigator In Charge (IIC):	Wilson, Butch
Additional Participating Persons:	KATHY R MARTIN; NEW CUMBERLAND , PA
Original Publish Date:	March 31, 1998
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=28100

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