



Aviation Investigation Final Report

Location:	PLAINVILLE, Connecticut	Accident Number:	NYC87LA093
Date & Time:	February 22, 1987, 12:55 Local	Registration:	N222NS
Aircraft:	MOONEY M20J	Aircraft Damage:	Substantial
Defining Event:		Injuries:	3 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

DURING LANDING, THE PILOT CAME IN HIGH AND FAST, PILOT STATED THAT AIRCRAFT SEEMED TO FLOAT DOWN THE RUNWAY AND WHEN THE WHEELS TOUCHED DOWN, THE AIRCRAFT BOUNCED. BOUNCING FOR THE THIRD TIME, THE PILOT ADDED FULL THROTTLE AND RAISED THE FLAPS. HOWEVER THE AIRCRAFT DID NOT GO AROUND BUT INSTEAD CONTINUED TO ROLL OFF THE END OF THE RUNWAY INTO A SWAMP.

Probable Cause and Findings

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

Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

Findings

1. (C) AIRSPEED - EXCESSIVE - PILOT IN COMMAND
2. (C) GO-AROUND - DELAYED - PILOT IN COMMAND

Occurrence #2: HARD LANDING
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

3. (C) FLARE - IMPROPER - PILOT IN COMMAND

4. (C) RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND

Occurrence #3: OVERRUN

Phase of Operation: LANDING - ROLL

Findings

5. (C) PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Commercial	Age:	64, Male
Airplane Rating(s):	Single-engine land; Multi-engine land; Multi-engine sea	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 2 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	September 19, 1986
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	1780 hours (Total, all aircraft), 13 hours (Total, this make and model), 180 hours (Pilot In Command, all aircraft), 6 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	MOONEY	Registration:	N222NS
Model/Series:	M20J M20J	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Utility	Serial Number:	241059
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	December 6, 1986 Annual	Certified Max Gross Wt.:	2740 lbs
Time Since Last Inspection:	29 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1540 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	IO-360
Registered Owner:	TRIPLE TWO CORP.	Rated Power:	200 Horsepower
Operator:	TRIPLE TWO CORP.	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:		Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	30 miles
Lowest Ceiling:	Unknown	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	LEBANON , NH	Type of Flight Plan Filed:	None
Destination:	PLAINVILLE , CT	Type of Clearance:	VFR
Departure Time:	11:40 Local	Type of Airspace:	Class G

Airport Information

Airport:	ROBERTSON 4B8	Runway Surface Type:	Asphalt
Airport Elevation:	200 ft msl	Runway Surface Condition:	Dry
Runway Used:	20	IFR Approach:	None
Runway Length/Width:	3116 ft / 75 ft	VFR Approach/Landing:	Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	2 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	3 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC): Marcantelli, Vincent

Additional Participating Persons:

Original Publish Date: October 6, 1988

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.ntsb.gov/Docket?ProjectID=30610>

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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](#).