



Aviation Investigation Final Report

Location:	JOHNSON, Arkansas	Accident Number:	MKC87LA013
Date & Time:	November 4, 1986, 16:00 Local	Registration:	N5988Q
Aircraft:	MOONEY M20D	Aircraft Damage:	Substantial
Defining Event:		Injuries:	3 None
Flight Conducted Under:	Part 91: General aviation		

Analysis

THE PLT HAD ATTEMPTED A LOCALIZER APCH TO FAYETTEVILLE, AK, AND STATED THAT HIS VOR INDICATOR WOULD NOT HOLD COURSE. THE PLT THEN ELECTED TO ABORT THE APCH AND LAND AT A PVT STRIP NEAR THE FAYETTEVILLE VOR. THE PLT WAS ABLE TO LAND AT THE STRIP BUT ACCORDING TO WITNESSES, HE HELD ENG POWER TOO LONG AND DID NOT BEGIN BRAKING UNTIL 1000 FT OF RWY LENGTH REMAINED. A WITNESS STATED THE PLT ATTEMPTED A GROUND LOOP, BUT THE ACFT SLID SIDEWAYS UNTIL STRIKING A STEEL POST AND WIRE BARRIER.

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. (F) IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 2. (C) PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
 3. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 4. (F) GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
-

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

Findings

5. TERRAIN CONDITION - FENCE

Factual Information

Pilot Information

Certificate:	Private	Age:	58, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	November 4, 1986
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	4900 hours (Total, all aircraft), 2000 hours (Total, this make and model), 4380 hours (Pilot In Command, all aircraft), 320 hours (Last 90 days, all aircraft), 6 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	MOONEY	Registration:	N5988Q
Model/Series:	M20D M20D	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	3213
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	August 30, 1986 Annual	Certified Max Gross Wt.:	2500 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	O-360-A1D
Registered Owner:	BILL WEBSTER	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:	Instrument (IMC)	Condition of Light:	Day
Observation Facility, Elevation:	FYV ,1261 ft msl	Distance from Accident Site:	5 Nautical Miles
Observation Time:	15:58 Local	Direction from Accident Site:	30°
Lowest Cloud Condition:	Unknown / 500 ft AGL	Visibility	3 miles
Lowest Ceiling:	Broken / 500 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	70°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	13°C / 13°C
Precipitation and Obscuration:	N/A - None - Fog		
Departure Point:	NASHVILLE , TN	Type of Flight Plan Filed:	VFR/IFR
Destination:	FAYETTEVILLE , AR (FYV)	Type of Clearance:	IFR
Departure Time:	11:45 Local	Type of Airspace:	Class E

Airport Information

Airport:	RAZORBACK PVT	Runway Surface Type:	Grass/turf
Airport Elevation:	1260 ft msl	Runway Surface Condition:	Wet
Runway Used:	36	IFR Approach:	None
Runway Length/Width:	1900 ft / 100 ft	VFR Approach/Landing:	Full stop

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): Thorpe, Clint

Additional Participating Persons: TOM GLISTA; LITTLE ROCK , AR

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=34318>

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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](#).