



Aviation Investigation Final Report

Location:	NEHALEM, Oregon	Accident Number:	SEA88LA164
Date & Time:	August 26, 1988, 19:30 Local	Registration:	N5813X
Aircraft:	MOONEY M20J	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

AFTER EXECUTING ONE GO-AROUND DUE TO OVERSHOOT, PLT LANDED LONG ON SECOND APPROACH. PLT ATTEMPTED TO BRAKE TO STOP, THEN REJECTED LANDING, APPLIED POWER AND BECAME AIRBORNE PREMATURELY. LOSS OF CONTROL AND COLLISION WITH TERRAIN FOLLOWED.

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 - IN FLIGHT
Phase of Operation: LANDING

Findings

1. (F) PLANNED APPROACH - IMPROPER - PILOT IN COMMAND
2. (C) PROPER TOUCHDOWN POINT - EXCEEDED - PILOT IN COMMAND
3. (C) ABORTED LANDING - DELAYED - PILOT IN COMMAND
4. (C) LIFT-OFF - PREMATURE - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: LANDING

Factual Information

Pilot Information

Certificate:	Private	Age:	33, 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 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	June 23, 1988
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	420 hours (Total, all aircraft), 44 hours (Total, this make and model), 259 hours (Pilot In Command, all aircraft), 29 hours (Last 90 days, all aircraft), 12 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	MOONEY	Registration:	N5813X
Model/Series:	M20J M20J	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	241565
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	July 20, 1988 100 hour	Certified Max Gross Wt.:	2740 lbs
Time Since Last Inspection:	39 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	633 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	I0-360-A3B6D
Registered Owner:	CHARLES J. D'AMBROSIA	Rated Power:	200 Horsepower
Operator:	RENTON FLIGHT SERVICE	Operating Certificate(s) Held:	
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	30 miles
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 / -18°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	SEATTLE , WA (BFI)	Type of Flight Plan Filed:	IFR
Destination:		Type of Clearance:	VFR
Departure Time:	18:30 Local	Type of Airspace:	Class D

Airport Information

Airport:	NEHALEM 3S7	Runway Surface Type:	Asphalt
Airport Elevation:	22 ft msl	Runway Surface Condition:	Dry
Runway Used:	33	IFR Approach:	None
Runway Length/Width:	2400 ft / 50 ft	VFR Approach/Landing:	Full stop

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	1 Minor	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Minor	Latitude, Longitude:	45.699913,-123.859832(est)

Administrative Information

Investigator In Charge (IIC):	Daily, H
Additional Participating Persons:	LEW SANDERS; HILLSBORO , OR
Original Publish Date:	August 8, 1989
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=40875

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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](#).