



Aviation Investigation Final Report

Location:	RAVENNA, Ohio	Accident Number:	NYC99LA129
Date & Time:	May 27, 1999, 21:00 Local	Registration:	N496DE
Aircraft:	Mooney M20R	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

While landing on a 3,500 foot long, 75 foot wide, asphalt runway, in night visual meteorological conditions, the airplane landed hard and bounced. The pilot stated, he could no longer see the runway lights and he initiated a go-around; however, he felt the airplane was not climbing, and elected to 'cut the power' and land. The airplane landed on the right side of the runway, it then veered off the right side of the runway, down a grass embankment, across a drainage ditch, and struck a large cement box. Examination of the airplane did not reveal any pre-impact abnormalities of the airframe or engine.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's improper flare which resulted in a hard landing, and his failure to maintain directional control after touchdown.

Findings

Occurrence #1: HARD LANDING
Phase of Operation: LANDING - FLARE/TOUCHDOWN

- Findings
1. LIGHT CONDITION - NIGHT
 2. (C) FLARE - IMPROPER - PILOT IN COMMAND
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Occurrence #2: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: LANDING

Findings

3. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Factual Information

On May 27, 1999, about 2100 eastern daylight time, a Mooney M20R, N496DE, was substantially damaged while landing at the Portage County Airport (29G), Ravenna, Ohio. The certificated private pilot and passenger were not injured. Visual meteorological conditions prevailed and no flight plan had been filed for the flight that departed the Mansfield Lahm Municipal Airport, Mansfield, Ohio. The personal flight was conducted under 14 CFR Part 91.

The airplane was on approach to runway 27, a 3,500 foot long, 75 foot wide, asphalt runway.

In a written statement, the pilot said:

"...I landed hard and bounced. The approach was good and normal. Winds were light and from the west. After bouncing I added power to go around because I couldn't see the runway or lights. After power was added I did not feel that I was getting a positive rate of climb. The airplane just seemed to just hang there. At this time I was just trying to see the runway lights. I could not make them out....After feeling that I wasn't climbing I cut the power and landed..."

The airplane landed on the right side of the runway, it then veered off the right side of the runway, down a grass embankment, across a drainage ditch, and struck a large cement box.

Examination of the airplane by a Federal Aviation Administration Inspector, did not reveal any pre-impact abnormalities of the airframe or engine. The airplane was equipped with speed brakes, which functioned normally after the accident.

Pilot Information

Certificate:	Private	Age:	49, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	Helicopter	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	November 17, 1999
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	1750 hours (Total, all aircraft), 200 hours (Total, this make and model), 1550 hours (Pilot In Command, all aircraft), 60 hours (Last 90 days, all aircraft), 30 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Mooney	Registration:	N496DE
Model/Series:	M20R M20R	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	290082
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	June 30, 1998 Annual	Certified Max Gross Wt.:	3400 lbs
Time Since Last Inspection:	80 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	350 Hrs	Engine Manufacturer:	Continental
ELT:	Installed, activated	Engine Model/Series:	IO-550G
Registered Owner:	SKYWAY ENTERPRISES INC.	Rated Power:	270 Horsepower
Operator:	TED M. JENDRISAK	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:	Night/dark
Observation Facility, Elevation:	CAK ,1228 ft msl	Distance from Accident Site:	20 Nautical Miles
Observation Time:	20:51 Local	Direction from Accident Site:	200°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	240°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	14°C / 7°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	MANSFIELD , OH (MFD)	Type of Flight Plan Filed:	None
Destination:	(29G)	Type of Clearance:	None
Departure Time:	20:00 Local	Type of Airspace:	Class E

Airport Information

Airport:	PORTAGE COUNTY 29G	Runway Surface Type:	Asphalt
Airport Elevation:	1197 ft msl	Runway Surface Condition:	Dry
Runway Used:	27	IFR Approach:	None
Runway Length/Width:	3500 ft / 75 ft	VFR Approach/Landing:	Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	41.150489,-81.240447(est)

Administrative Information

Investigator In Charge (IIC):	Schiada, Luke
Additional Participating Persons:	DAVE PESARCHICK; CLEVELAND , OH
Original Publish Date:	June 23, 2000
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=46440

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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](#).