



Aviation Investigation Final Report

Location:	SAN CARLOS, California	Accident Number:	LAX00LA352
Date & Time:	September 27, 2000, 18:20 Local	Registration:	N68FM
Aircraft:	Mooney M20S	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot's first landing approach to the runway was too high and he performed a go-around. The second approach to the same runway was also too high and the aircraft touched down and began porpoising. After two bounces the pilot attempted to abort the landing; however, the aircraft drifted off the runway to the left and the left wing struck a hangar in the northwest corner of the airport. The aircraft came to rest between two rows of hangars. The pilot reported that he attempted the landing abort after several bounces by placing 'the power to full, verified mixture rich, and placed the wing flaps in the 10 [degree] position.' He said the plane began to veer to the left of the runway and, although he applied right rudder and right aileron, the drift to the left continued. The stall warning horn never sounded prior to the left wingtip hitting the hangar. The pilot also reported there were no mechanical malfunctions with the airplane.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to maintain directional control of the airplane during an aborted landing.

Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: LANDING - ABORTED

Findings

1. PORPOISE/PILOT-INDUCED OSCILLATION - ENCOUNTERED - PILOT IN COMMAND
2. ABORTED LANDING - ATTEMPTED - PILOT IN COMMAND
3. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: LANDING - ABORTED

Findings

4. OBJECT - HANGAR/AIRPORT BUILDING

Factual Information

On September 27, 2000, at 1820 hours Pacific daylight time, a Mooney M20S, N68FM, was substantially damaged by impact with a hangar during an aborted landing at the San Carlos, California, airport. The private pilot, the sole occupant, received minor injuries. Visual meteorological conditions prevailed for the personal flight that was operated by the owner under 14 CFR Part 91. The flight departed from Prescott, Arizona, at 1445. No flight plan was filed.

According to a Federal Aviation Administration inspector, witnesses reported the pilot's first landing approach to runway 30 was too high and the pilot performed a go-around. The second approach to the same runway was also high and the aircraft touched down and began porpoising. After two bounces, it appeared to witnesses that the pilot attempted another go-around; however, the aircraft drifted off the runway to the left and the left wing struck a hangar in the northwest corner of the airport. The aircraft came to rest between two rows of hangars. There was a postcrash fire.

The pilot reported that he attempted the go-around after several bounces by placing "the power to full, verified mixture rich, and placed the wing flaps in the 10 [degree] position." He said the plane began to veer to the left of the runway and, although he applied right rudder and right aileron, the drift to the left continued. The stall warning horn never sounded prior to the left wingtip hitting the hangar. The pilot also reported there were no mechanical malfunctions with the airplane; however, during the attempted go-around, it didn't feel or sound as if the engine was producing full power.

In a telephone interview with the Safety Board investigator, the pilot stated that the flying day had started in San Antonio, Texas, with a fuel stop in Prescott, and then continuation to San Carlos. The en route flying time was 7.5 hours at 8,500 feet, without supplemental oxygen, and he acknowledged that fatigue might have been a factor in the accident.

Pilot Information

Certificate:	Private	Age:	31, 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-w/ waivers/lim	Last FAA Medical Exam:	August 9, 2000
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	230 hours (Total, all aircraft), 30 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	Mooney	Registration:	N68FM
Model/Series:	M20S M20S	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	30-0031
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	August 4, 2000 Annual	Certified Max Gross Wt.:	3200 lbs
Time Since Last Inspection:	37 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	90 Hrs	Engine Manufacturer:	Continental
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	IO-550-G
Registered Owner:	JAMES CERNA	Rated Power:	244 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:	Day
Observation Facility, Elevation:	SQL ,5 ft msl	Distance from Accident Site:	
Observation Time:	18:22 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Scattered / 2000 ft AGL	Visibility	20 miles
Lowest Ceiling:	Broken / 20000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	270°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	63°C / 54°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	PRESCOTT , AZ (PRC)	Type of Flight Plan Filed:	None
Destination:	(SQL)	Type of Clearance:	VFR
Departure Time:	14:45 Local	Type of Airspace:	Class D

Airport Information

Airport:	SAN CARLOS SQL	Runway Surface Type:	Asphalt
Airport Elevation:	5 ft msl	Runway Surface Condition:	Dry
Runway Used:	30	IFR Approach:	None
Runway Length/Width:	2600 ft / 75 ft	VFR Approach/Landing:	Go around;Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	On-ground
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor	Latitude, Longitude:	37.490158,-122.260894(est)

Administrative Information

Investigator In Charge (IIC):	Parker, Richard
Additional Participating Persons:	MARGARET R FREYDOZ; SAN JOSE , CA
Original Publish Date:	July 17, 2001
Last Revision Date:	
Investigation Class:	Class
Note:	The NTSB traveled to the scene of this accident.
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=50367

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](#).