



Aviation Investigation Final Report

Location:	Hagerstown, Maryland	Accident Number:	NYC02LA119
Date & Time:	June 20, 2002, 16:25 Local	Registration:	N3282F
Aircraft:	Mooney M20	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 Serious
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot was performing his second approach to runway 27, a 5,460-foot long, 150-foot wide, dry, asphalt runway. During the first approach, the airplane came in high and the pilot elected to perform a go-around. On the second approach, the pilot said he encountered a gust of wind, and landed with about 1,500 feet of runway remaining. The pilot added that when he initially applied the brakes, they responded to gentle pressure; however, "faded quickly." The airplane departed the end of the runway, struck an airport boundary fence and came to rest about 800 feet beyond the departure end of the runway. Witnesses reported they observed the airplane touch down about 4,000 feet beyond the approach end of the runway. The airplane bounced three times, and smoke was observed emanating from the airplane's tires before the airplane "launched" off the departure end of the runway. Examination of the airplane, which included the brake system, did not reveal any pre-impact malfunctions. Winds reported at the airport about the time of the accident, were from 170 degrees at 8 knots.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to perform a go-around and obtain the proper touchdown point, which resulted in an overrun. A factor in the accident was the crosswind condition.

Findings

Occurrence #1: OVERRUN

Phase of Operation: LANDING - ROLL

Findings

1. (F) WEATHER CONDITION - CROSSWIND
2. (C) GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
3. (C) PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND

Factual Information

On June 20, 2002, about 1625 eastern daylight time, a Mooney M20, N3282F, was substantially damaged while landing at the Hagerstown Regional-Richard A. Henson Field Airport (HGR), Hagerstown, Maryland. The certificated private pilot and passenger were seriously injured. Visual meteorological conditions prevailed. No flight plan had been filed for the flight, which originated at Jackson County-Reynolds Field Airport (JXN), Jackson, Michigan. The personal flight was conducted under 14 CFR Part 91.

In a written statement, the pilot said he was performing his second approach to runway 27, a 5,460-foot long, 150-foot wide, dry, asphalt runway. During the first approach, the airplane came in high and the pilot elected to perform a go-around. During the second approach, the pilot said he encountered a gust of wind, which "threw the airplane off the glide path" and the airplane landed "long," with about 1,500 feet of runway remaining. The pilot added that when he initially applied the brakes, they responded to gentle pressure; however, they "faded quickly."

The airplane departed the end of the runway, struck an airport boundary fence and came to rest about 800 feet beyond the departure end of the runway.

Witnesses reported they observed the airplane touch down about 4,000 feet beyond the approach end of the runway. The airplane bounced three times, and smoke was observed emanating from the airplane's tires before the airplane "launched" off the departure end of the runway.

Examination of the airplane, which included the brake system by a Federal Aviation Administration inspector, did not reveal any pre-impact malfunctions.

Winds reported at the airport about the time of the accident, were from 170 degrees at 8 knots.

Pilot Information

Certificate:	Private	Age:	67, 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 With waivers/limitations	Last FAA Medical Exam:	February 26, 2001
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	September 8, 2001
Flight Time:	386 hours (Total, all aircraft), 172 hours (Total, this make and model), 296 hours (Pilot In Command, all aircraft), 6 hours (Last 90 days, all aircraft), 4 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Mooney	Registration:	N3282F
Model/Series:	M20	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	670375
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	November 15, 2001 Annual	Certified Max Gross Wt.:	2790 lbs
Time Since Last Inspection:	14 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	3230 Hrs at time of accident	Engine Manufacturer:	Lycoming
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	I0-360-A1A
Registered Owner:	Industrial Service and Engineering Co.	Rated Power:	200 Horsepower
Operator:		Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	HGR,703 ft msl	Distance from Accident Site:	
Observation Time:	15:53 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Few / 500 ft AGL	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	170°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.43 inches Hg	Temperature/Dew Point:	27°C / 16°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Jackson, MI (JXN)	Type of Flight Plan Filed:	None
Destination:	Hagerstown, MD (HGR)	Type of Clearance:	None
Departure Time:	13:00 Local	Type of Airspace:	Class D

Airport Information

Airport:	Hagerstown Regional HGR	Runway Surface Type:	Asphalt
Airport Elevation:	703 ft msl	Runway Surface Condition:	Dry
Runway Used:	27	IFR Approach:	None
Runway Length/Width:	5460 ft / 150 ft	VFR Approach/Landing:	Full stop;Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Substantial
Passenger Injuries:	1 Serious	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Serious	Latitude, Longitude:	39.707778,-77.729446

Administrative Information

Investigator In Charge (IIC): Schiada, Luke
Additional Participating Persons: Richard Thomas; Baltimore, MD

Original Publish Date: October 23, 2002

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=55013>

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](#).