



Aviation Investigation Final Report

Location:	Ocean City, New Jersey	Accident Number:	IAD02LA070
Date & Time:	July 4, 2002, 10:49 Local	Registration:	N58166
Aircraft:	Mooney M20J	Aircraft Damage:	Substantial
Defining Event:		Injuries:	3 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot overflew the airport and entered a left downwind. He aborted his first landing attempt because his airspeed was too high. During the second attempt, he landed hard, the airplane bounced, and the pilot added power. A gust of wind pushed the airplane to the left, and the pilot added full power to go around. The airplane continued to the left, the left wing contacted sawgrass and the airplane spun around. The airplane came to a full stop, upright, facing the opposite direction of travel.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's improper recovery from a bounced landing, and his inadequate compensation for wind. A factor was a wind gust.

Findings

Occurrence #1: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: LANDING - ABORTED

Findings

1. TERRAIN CONDITION - HIGH VEGETATION
2. (C) RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
3. (C) COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
4. (F) WEATHER CONDITION - GUSTS

Factual Information

On July 4, 2002, at 1049 eastern daylight time, a Mooney M20J, N58166, was substantially damaged when it collided with terrain during an aborted landing at Ocean City Municipal Airport (26N), Ocean City, New Jersey. The certificated private pilot and two passengers were not injured. Visual meteorological conditions prevailed and no flight plan was filed for the flight that departed Chester County Airport (40N), Coatesville, Pennsylvania, about 1000. The personal flight was conducted under 14 CFR Part 91.

According to the pilot, he overflew the airport, then entered a left downwind for landing on runway 06. The wind was from the east, and the windsock was perpendicular to the runway. He aborted his first landing attempt because his airspeed was too high, then re-entered the traffic pattern for landing on the same runway.

During the pilot's second attempt, the airspeeds were perfect, and the wind was not a factor. He touched down "past the numbers" at 65 knots. Because the landing was hard, the airplane bounced, so he added power. He then felt a gust of wind pushing him to the left, so he added full power to go around. The torque pulled the airplane to the left, the left wing touched the sawgrass, and the airplane spun around. The airplane came to a full stop, upright, facing the opposite direction of travel.

Two airport employees witnessed the accident. They each stated that the airplane touched down, and made a "sharp", "sudden" turn to the left, off the west side of the runway.

The pilot held a private pilot certificate with a rating for airplane single engine land. He reported approximately 260 hours of flight experience, 40 hours of which were in the Mooney.

When questioned about the performance and handling of the airplane, the pilot said that the airplane performed normally.

The weather reported at the Atlantic City International Airport (ACY), 11 miles northeast of Ocean City, included winds from 010 degrees at 5 knots.

Pilot Information

Certificate:	Private	Age:	49, 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:	January 2, 2001
Occupational Pilot:		Last Flight Review or Equivalent:	May 5, 2002
Flight Time:	264 hours (Total, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Mooney	Registration:	N58166
Model/Series:	M20J	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	24-1588
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:		Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Lycoming
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	10-360-A3B60
Registered Owner:	Debonaire Flyers Incorporated	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:	ACY,75 ft msl	Distance from Accident Site:	11 Nautical Miles
Observation Time:	10:54 Local	Direction from Accident Site:	45°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	10°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.93 inches Hg	Temperature/Dew Point:	34°C / 23°C
Precipitation and Obscuration:	N/A - None - Haze		
Departure Point:	COATESVILLE, PA (40N)	Type of Flight Plan Filed:	None
Destination:	OCEAN CITY, NJ (26N)	Type of Clearance:	Unknown
Departure Time:	10:00 Local	Type of Airspace:	Unknown

Airport Information

Airport:	Ocean City Municipal Airport 26N	Runway Surface Type:	Asphalt
Airport Elevation:	5 ft msl	Runway Surface Condition:	Dry
Runway Used:	06	IFR Approach:	None
Runway Length/Width:	2973 ft / 60 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:	39.263332,-74.607223

Administrative Information

Investigator In Charge (IIC):	Rayner, Brian
Additional Participating Persons:	Eddie Bauer, Philadelphia, PA
Original Publish Date:	August 26, 2003
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=55169

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