



Aviation Investigation Final Report

Location:	Guilford, Ohio	Accident Number:	NYC03LA160
Date & Time:	June 16, 2003, 16:15 Local	Registration:	N3220F
Aircraft:	Mooney M20E	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot was landing on a 2,360-foot-long, 37-foot-wide, asphalt runway. His final approach was high and fast, and the airplane touched down near the midpoint of the runway. The airplane then traveled off the end of the runway and struck a guardrail.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's misjudged speed and distance while landing, and his failure to do a go-around.

Findings

Occurrence #1: OVERRUN
Phase of Operation: LANDING

- Findings
1. (C) DISTANCE/SPEED - MISJUDGED - PILOT IN COMMAND
 2. (C) GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
-

Occurrence #2: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: LANDING

Findings

3. OBJECT - FENCE

Factual Information

On June 16, 2003, at 1615 eastern daylight time, a Mooney M20E, N3220F, was substantially damaged while landing at Weltzien Skypark (15G), Guilford, Ohio. The private pilot and pilot rated passenger were not injured. Visual meteorological conditions prevailed for the flight that departed Carroll County-Tolson Airport (TSO), Carrollton, Ohio, about 1545. No flight plan was filed for the personal flight conducted under 14 CFR Part 91.

The pilot was landing on runway 03, a 2,360-foot-long, 37-foot-wide asphalt runway. The pilot initially reported to a Federal Aviation Administration (FAA) inspector that the airplane was "high" and "fast" on the final approach, and it touched down near the midpoint of the runway. The airplane then traveled off the end of the runway and struck a guardrail.

During a subsequent telephone interview with a Safety Board investigator, the pilot reported that his approach was normal, and he touched down with 1,600 feet of runway remaining. The pilot added that he planned to have the aircraft manufacturer examine the brakes. The pilot later reported, on the Pilot/Operator Aircraft Accident Report form, that there were no mechanical malfunctions with the airplane.

According to a witness, the airplane appeared high and fast on final approach. During the landing flare, the airplane floated to approximately mid-field. The airplane then touched down and overran the runway.

The reported wind at an airport approximately 20 miles northeast of the accident site, at 1651, was from 120 degrees at 8 knots.

Examination of the airplane by the FAA inspector revealed substantial damage to the propeller, nose gear, and fuselage. The inspector did not observe any pre-impact mechanical malfunctions.

Pilot Information

Certificate:	Private	Age:	41, Male
Airplane Rating(s):	Single-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:	October 14, 2002
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	June 16, 2003
Flight Time:	238 hours (Total, all aircraft), 91 hours (Total, this make and model), 207 hours (Pilot In Command, all aircraft), 49 hours (Last 90 days, all aircraft), 20 hours (Last 30 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Mooney	Registration:	N3220F
Model/Series:	M20E	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	670013
Landing Gear Type:	Retractable - Tricycle	Seats:	2
Date/Type of Last Inspection:	July 8, 2002 Annual	Certified Max Gross Wt.:	2575 lbs
Time Since Last Inspection:	112 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	2060 Hrs at time of accident	Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	IO-360
Registered Owner:	Mark R. Whittaker	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:	YNG,1196 ft msl	Distance from Accident Site:	20 Nautical Miles
Observation Time:	16:51 Local	Direction from Accident Site:	20°
Lowest Cloud Condition:	Scattered / 7500 ft AGL	Visibility	10 miles
Lowest Ceiling:	Broken / 14000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	120°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.12 inches Hg	Temperature/Dew Point:	26°C / 15°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Carrollton, OH (TSO)	Type of Flight Plan Filed:	None
Destination:	Guilford, OH (15G)	Type of Clearance:	None
Departure Time:	15:45 Local	Type of Airspace:	Class G

Airport Information

Airport:	Weltzien Skypark 15G	Runway Surface Type:	Asphalt
Airport Elevation:	1210 ft msl	Runway Surface Condition:	Dry
Runway Used:	3	IFR Approach:	None
Runway Length/Width:	2360 ft / 37 ft	VFR Approach/Landing:	Full stop;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:	40.789722,-80.863609

Administrative Information

Investigator In Charge (IIC):	Gretz, Robert
Additional Participating Persons:	Zoltan Vidaes; FAA FSDO-25; Cleveland, OH
Original Publish Date:	June 30, 2004
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=57479

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](#).