



# Aviation Investigation Final Report

<b>Location:</b>	MESA, Arizona	<b>Accident Number:</b>	LAX04CA118
<b>Date &amp; Time:</b>	February 7, 2004, 14:30 Local	<b>Registration:</b>	N9675M
<b>Aircraft:</b>	Mooney M20C	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

The airplane collided with a taxiway sign following a loss of directional control while on the landing roll. During the landing roll, the airplane made a sharp left turn. The pilot did not apply rudder pressure to counteract the veer. The airplane departed the left side of the runway and collided with a taxiway sign. The pilot reported no preimpact mechanical malfunctions or failures 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, which resulted in a collision with an airport sign.

### Findings

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

#### Findings

1. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND  
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Occurrence #2: ON GROUND/WATER COLLISION WITH OBJECT  
Phase of Operation: LANDING - ROLL

Findings  
2. OBJECT - SIGN

## Factual Information

On February 7, 2004, about 1430 mountain standard time, a Mooney M20C, N9675M, collided with a taxiway sign following a loss of directional control while on the landing roll at Falcon Field Airport (FFZ), Mesa, Arizona. The pilot/owner was operating the airplane under the provisions of 14 CFR Part 91. The private pilot and one passenger were not injured; the airplane sustained substantial damage. The local personal flight departed FFZ about 1330. Day visual meteorological conditions prevailed, and a flight plan had not been filed.

In a written statement, the pilot reported that he had been cleared to land on runway 22L. The airplane touched down on centerline, with the main landing gear making contact with the runway first, and the nose wheel following. During the landing roll, the airplane made a sharp left turn. The pilot did not apply rudder pressure to counteract the veer. The airplane departed the left side of the runway and collided with a taxiway sign. The airplane sustained substantial damage to the inboard section of the left wing and ruptured the left fuel tank. The pilot reported no preimpact mechanical malfunctions or failures with the airplane.

An aviation routine weather report (METAR) for FFZ at 1441 reported winds from 130 degrees at 6 knots and visibility at 50 statute miles.

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	74, Male
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	
<b>Instructor Rating(s):</b>		<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3	<b>Last FAA Medical Exam:</b>	August 12, 2002
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	579 hours (Total, all aircraft), 68 hours (Total, this make and model), 13 hours (Last 90 days, all aircraft), 6 hours (Last 30 days, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Mooney	<b>Registration:</b>	N9675M
<b>Model/Series:</b>	M20C	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	670011
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	
<b>Date/Type of Last Inspection:</b>		<b>Certified Max Gross Wt.:</b>	
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	Lycoming
<b>ELT:</b>		<b>Engine Model/Series:</b>	O-360-AID
<b>Registered Owner:</b>	On file	<b>Rated Power:</b>	
<b>Operator:</b>	On file	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>		<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>		<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>		<b>Visibility</b>	
<b>Lowest Ceiling:</b>		<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	/	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>		<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>		<b>Temperature/Dew Point:</b>	
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	MESA, AZ (FFZ )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	MESA, AZ (FFZ )	<b>Type of Clearance:</b>	VFR
<b>Departure Time:</b>		<b>Type of Airspace:</b>	Class D

## Airport Information

<b>Airport:</b>	Falcon Field Airport FFZ	<b>Runway Surface Type:</b>	
<b>Airport Elevation:</b>		<b>Runway Surface Condition:</b>	
<b>Runway Used:</b>	22L	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>		<b>VFR Approach/Landing:</b>	

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	
<b>Total Injuries:</b>	2 None	<b>Latitude, Longitude:</b>	33.45,-111.716667

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Charnon, Nicole
<b>Additional Participating Persons:</b>	Chris Clark; Federal Aviation Administration; Scottsdale, AZ
<b>Original Publish Date:</b>	April 28, 2004
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	This accident report documents the factual circumstances of this accident as described to the NTSB.
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=58732">https://data.nts.gov/Docket?ProjectID=58732</a>

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