



Aviation Investigation Final Report

Location:	Golden, Missouri	Accident Number:	CHI04CA154
Date & Time:	June 10, 2004, 18:00 Local	Registration:	N3911N
Aircraft:	Mooney M20C	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Serious
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The airplane impacted trees and terrain during an attempted go-around. The pilot stated that during the landing the airplane began to drift to the left and he attempted to correct and ultimately initiated a go-around. The airplane subsequently impacted trees approximately 70 feet left of the runway. There were no mechanical defects found and none were reported by the pilot.

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 and his failure to maintain clearance from the trees. The trees were a contributing factor.

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: LANDING

Findings

1. (F) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: GO-AROUND (VFR)

Findings

2. GO-AROUND - ATTEMPTED - PILOT IN COMMAND
3. (C) CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
4. (F) OBJECT - TREE(S)

Factual Information

On June 10, 2004, about 1800 central daylight time, a Mooney M20C, N3911N, piloted by a private pilot, sustained substantial damage during landing on runway 9 (2,325 feet by 100 feet, concrete), at the Table Rock Airport (MO32), Golden, Missouri. The 14 CFR Part 91 personal flight was operating in visual meteorological conditions without a flight plan. The pilot was seriously injured. The flight originated from the M Graham Clark Airport, Point Lookout, Missouri, about 10 minutes prior to the accident. MO32 was the intended destination.

In a written report, the pilot stated that as he crossed the runway end about 20 to 30 feet above ground level, the airplane began to drift sharply to the left. The pilot stated, "I dipped my right wing, applied full right rudder and I applied full power intending to go around. About the time I started to climb out my left wing and then the prop hit the branches of a couple of trees approximately 70 [feet] left of the runway. I remember seeing the prop bending just before the plane nose dived to the ground and settled right side up facing the opposite direction of my intended landing..."

The pilot listed no mechanical difficulties with regard to the airplane or it's systems, and none were found during the postaccident examination by Federal Aviation Administration representatives.

Pilot Information

Certificate:	Private	Age:	52, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	June 17, 2003
Occupational Pilot:		Last Flight Review or Equivalent:	January 31, 2004
Flight Time:	652 hours (Total, all aircraft), 420 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	Mooney	Registration:	N3911N
Model/Series:	M20C	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	68004
Landing Gear Type:	Retractable - Tricycle	Seats:	
Date/Type of Last Inspection:		Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Lycoming
ELT:		Engine Model/Series:	O-360-A1D
Registered Owner:	Kids Across America Kamps	Rated Power:	180
Operator:	Gregg M. Bettis	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KHRO	Distance from Accident Site:	
Observation Time:	17:53 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	9 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	180°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.88 inches Hg	Temperature/Dew Point:	26°C / 21°C
Precipitation and Obscuration:			
Departure Point:	POINT LOOKOUT, MO (PLK)	Type of Flight Plan Filed:	None
Destination:	Golden, MO (MO32)	Type of Clearance:	None
Departure Time:	17:50 Local	Type of Airspace:	Class G

Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Serious	Latitude, Longitude:	36.520782,-93.650161(est)

Administrative Information

Investigator In Charge (IIC):	Brannen, John
Additional Participating Persons:	Alan Martens; Kansas City, Missouri
Original Publish Date:	September 1, 2004
Last Revision Date:	
Investigation Class:	Class
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=59578

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