



Aviation Investigation Final Report

Location:	Yoakum, Texas	Accident Number:	DFW06CA047
Date & Time:	December 30, 2005, 12:30 Local	Registration:	N5765N
Aircraft:	Mooney M20J	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The 1,559-hour private pilot was on a 247-nautical mile cross-country flight. The pilot reported that prior to arriving at his final destination, the Automated Weather Observing System reported that instrument flight rules (IFR) conditions prevailed throughout the area. He then contacted the local Flight Service Station (FSS) on the radio to inquire about the closest Visual Flight Rules (VFR) weather conditions. The FSS informed the pilot that the nearest location would be at Yoakum, Texas. A Federal Aviation Administration (FAA) Inspector who responded to the accident scene reported that the pilot flew to Yoakum, Texas, and landed "on the latter end of Runway 13" Runway 13 was reported to be a 3,445-foot long by 60-foot wide asphalt runway. The inspector added that after touchdown, the low-wing tricycle gear airplane departed the left side of the runway and traveled approximately 80-yards, up an embankment, through a barbed wire perimeter fence, across a highway and through a second barbed wire fence. The airplane came to rest upright in a pasture. The pilot reported the wind at T85 were light and variable.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's misjudged distance/speed which resulted in an overrun.

Findings

Occurrence #1: OVERRUN
Phase of Operation: LANDING - ROLL

Findings

1. (C) DISTANCE/SPEED - MISJUDGED - PILOT IN COMMAND

Factual Information

The 1,559-hour private pilot was on a 247-nautical mile cross-country flight. The pilot reported that prior to arriving at his final destination, the Automated Weather Observing System reported that instrument flight rules (IFR) conditions prevailed throughout the area. He then contacted the local Flight Service Station (FSS) on the radio to inquire about the closest Visual Flight Rules (VFR) weather conditions. The FSS informed the pilot that the nearest location would be at Yoakum, Texas. A Federal Aviation Administration (FAA) Inspector who responded to the accident scene reported that the pilot flew to Yoakum, Texas, and landed "on the latter end of Runway 13," which was reported to be a 3,445-foot long by 60-foot wide asphalt runway. The inspector added that after touchdown, the low-wing tricycle gear airplane departed the left side of the runway and traveled approximately 80-yards, up an embankment, through a barbed wire perimeter fence, across a highway and through a second barbed wire fence. The airplane came to rest upright in a pasture. The pilot reported the wind at Yoakum, Texas were light and variable.

Pilot Information

Certificate:	Private	Age:	73, 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:	June 1, 2005
Occupational Pilot:	No	Last Flight Review or Equivalent:	July 1, 2005
Flight Time:	1559 hours (Total, all aircraft), 462 hours (Total, this make and model), 10 hours (Last 90 days, all aircraft), 4 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Mooney	Registration:	N5765N
Model/Series:	M20J	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	24-1482
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	August 1, 2005 Annual	Certified Max Gross Wt.:	2740 lbs
Time Since Last Inspection:	12 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	665 Hrs at time of accident	Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	IO-360
Registered Owner:	Killebrew, Inc.	Rated Power:	200 Horsepower
Operator:	Milton A. Killebrew	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Unknown	Visibility	10 miles
Lowest Ceiling:	Unknown	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Addison, TX (ADS)	Type of Flight Plan Filed:	None
Destination:	Victoria, TX (VCT)	Type of Clearance:	None
Departure Time:	11:00 Local	Type of Airspace:	

Airport Information

Airport:	Yoakum Municipal Airport T85	Runway Surface Type:	Asphalt
Airport Elevation:	365 ft msl	Runway Surface Condition:	Dry
Runway Used:	13	IFR Approach:	Visual
Runway Length/Width:	3445 ft / 60 ft	VFR Approach/Landing:	Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	29.307777,-97.13639

Administrative Information

Investigator In Charge (IIC):	Yeager, Leah
Additional Participating Persons:	Doug Idema; Federal Aviation Administration; Houston, TX
Original Publish Date:	April 25, 2006
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=63032

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](#).