



Aviation Investigation Final Report

Location:	SEALE, Alabama	Accident Number:	ATL84LA196
Date & Time:	June 9, 1984, 17:30 Local	Registration:	N3494X
Aircraft:	MOONEY M20E	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PLT APPROACHED DOWNWIND AT 80 MPH WITH FULL FLAPS. AT TOUCHDOWN THE ACFT BOUNCED AND FLOATED ABOUT 600 FT BEFORE A 2ND TOUCHDOWN. WHEN THE ACFT COULD NOT BE STOPPED ON THE SHORT GRASS RWY, IT WAS GROUNDLOOPED TO STAY ON THE ARPT. DURING THE GROUNDLOOP THE LEFT GEAR COLLAPSED. THIS WAS THE PLTS 1ST LANDING IN THIS ACFT ON A SHORT GRASS RWY. PREVIOUSLANDINGS WERE ON HARD SURFACE RWYS OF 3000 FT OR MORE.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

Findings

Occurrence #1: HARD LANDING
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

1. (F) WEATHER CONDITION - TAILWIND
 2. (C) GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
 3. (C) FLARE - IMPROPER - PILOT IN COMMAND
 4. (C) RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
 5. (C) AIRSPEED - IMPROPER - PILOT IN COMMAND
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Occurrence #2: MAIN GEAR COLLAPSED
Phase of Operation: LANDING - ROLL

Findings

6. (F) LANDING GEAR,MAIN GEAR - OVERLOAD
7. (C) GROUND LOOP/SWERVE - INTENTIONAL - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Private	Age:	29, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):		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:	November 2, 1983
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	142 hours (Total, all aircraft), 61 hours (Total, this make and model), 88 hours (Pilot In Command, all aircraft), 77 hours (Last 90 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	MOONEY	Registration:	N3494X
Model/Series:	M20E M20E	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	1162
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	October 1, 1983 100 hour	Certified Max Gross Wt.:	2575 lbs
Time Since Last Inspection:	65 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	2900 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	IO-360-A1A
Registered Owner:	WILLIAM F. CARROLL	Rated Power:	200 Horsepower
Operator:		Operating Certificate(s) Held:	
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	CSG ,397 ft msl	Distance from Accident Site:	18 Nautical Miles
Observation Time:	18:51 Local	Direction from Accident Site:	43°
Lowest Cloud Condition:	Scattered / 4500 ft AGL	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	80°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	31°C / 17°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	COLUMBUS , OH (CSG)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	17:35 Local	Type of Airspace:	Class G

Airport Information

Airport:	JOE MATHOUS PVT	Runway Surface Type:	Grass/turf
Airport Elevation:	350 ft msl	Runway Surface Condition:	Dry
Runway Used:	32	IFR Approach:	None
Runway Length/Width:	1588 ft / 100 ft	VFR Approach/Landing:	Full stop

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:	32.300304,-85.180114(est)

Administrative Information

Investigator In Charge (IIC): Fouts, Charles

Additional Participating Persons:

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=6474>

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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](#).