



Aviation Investigation Final Report

Location:	Big Creek, Idaho	Accident Number:	SEA08LA159
Date & Time:	July 7, 2008, 11:15 Local	Registration:	N5652Q
Aircraft:	Mooney M20E	Aircraft Damage:	Substantial
Defining Event:	Collision during takeoff/land	Injuries:	2 Serious
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

While landing on a 3,550-foot long runway, the pilot added power to abort the landing and go-around. The airplane failed to gain sufficient altitude and impacted a parked vehicle about 75 feet beyond the departure end of the runway. Witnesses adjacent to the accident site reported observing the airplane land about three quarters down the runway prior to the pilot aborting the landing. Examination of the airplane revealed that the fuselage and wings were structurally damaged. The pilot stated that there were no mechanical anomalies with the airplane prior to colliding with the vehicle. Using recorded weather information from the nearest weather reporting station to the accident site, the density altitude was calculated to be 7,383 feet mean sea level.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's delayed decision to abort the landing and failure to achieve the proper touchdown point. Contributing to the accident was a high density altitude.

Findings

Personnel issues	Delayed action - Pilot
Environmental issues	High density altitude - Contributed to outcome
Personnel issues	(general) - Pilot

Factual Information

History of Flight

Landing	Landing area overshoot
Landing-landing roll	Attempted remediation/recovery
Takeoff	Collision during takeoff/land (Defining event)

On July 7, 2008, about 1115 mountain daylight time, a Mooney M20E, N5652Q, was substantially damaged when it struck a parked vehicle during an aborted landing at the Big Creek Airport (U60), Big Creek, Idaho. The private pilot and his passenger were seriously injured. The airplane was registered to and operated by the pilot under the provisions of 14 Code of Federal Regulations Part 91. Visual meteorological conditions prevailed and no flight plan was filed for the cross-country flight that originated from the Mc Call Municipal Airport, Mc Call, Idaho, about 30 minutes prior to the time of the accident.

The pilot reported that upon arriving at U60, he over flew the airport and performed a low altitude pass over runway 19 to observe the condition of the runway. The pilot stated that while landing on runway 19, a 3,550-foot long and 110-foot wide turf runway, he thought the airplane was a little fast and applied power to abort the landing. The pilot added that as he initiated the go-around, the airplane reacted normally but did not gain enough altitude prior to colliding with a parked vehicle about 75-feet beyond the departure end of the runway.

According to United States Forest Service (USFS) Personnel, witnesses adjacent to the accident site observed the airplane land about three-quarters down the runway prior to the pilot applying power and aborting the landing.

Examination of the airplane by USFS personnel revealed that the left and right wing were structurally damaged. The fuselage aft of the cabin area was buckled and twisted. The pilot stated that there were no mechanical anomalies with the airplane prior to colliding with the parked vehicle.

The automated surface observation system at MYL, located about 36 miles southwest of U60 reported at 1050, wind calm, visibility 10 statute miles, clear sky, temperature 19 degrees Celsius, dew point 07 degrees Celsius, and an altimeter setting of 30.12 inches of Mercury.

Using the reported weather conditions at MYL and a measured field elevation of 5,743 feet mean sea level at U60, the NTSB investigator-in-charge calculated the density altitude to be 7,383 feet.

Pilot Information

Certificate:	Private	Age:	69, 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 With waivers/limitations	Last FAA Medical Exam:	February 1, 2007
Occupational Pilot:	No	Last Flight Review or Equivalent:	July 1, 2007
Flight Time:	1516 hours (Total, all aircraft), 751 hours (Total, this make and model), 1396 hours (Pilot In Command, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Mooney	Registration:	N5652Q
Model/Series:	M20E	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	682
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	June 1, 2008 Annual	Certified Max Gross Wt.:	2575 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	3655 Hrs as of last inspection	Engine Manufacturer:	Lycoming
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	IO-360-A1A
Registered Owner:	On file	Rated Power:	200 Horsepower
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KMYL,5024 ft msl	Distance from Accident Site:	36 Nautical Miles
Observation Time:	11:50 Local	Direction from Accident Site:	246°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.12 inches Hg	Temperature/Dew Point:	21°C / 6°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Mc Call, ID (KMYL)	Type of Flight Plan Filed:	None
Destination:	Big Creek, ID (U60)	Type of Clearance:	None
Departure Time:	09:30 Local	Type of Airspace:	Unknown

Airport Information

Airport:	Big Creek Airport U60	Runway Surface Type:	Grass/turf
Airport Elevation:	5743 ft msl	Runway Surface Condition:	Dry
Runway Used:	19	IFR Approach:	None
Runway Length/Width:	3550 ft / 110 ft	VFR Approach/Landing:	Go around;Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Substantial
Passenger Injuries:	1 Serious	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Serious	Latitude, Longitude:	45.133056,-115.321662(est)

Administrative Information

Investigator In Charge (IIC):	Cawthra, Joshua
Additional Participating Persons:	Patrick Darling; Federal Aviation Administration; Boise, ID
Original Publish Date:	November 5, 2008
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=68386

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](#).