



Aviation Investigation Final Report

Location:	DAUPHIN ISLAND, Alabama	Incident Number:	ATL82IA170
Date & Time:	June 20, 1982, 11:58 Local	Registration:	N201WX
Aircraft:	MOONEY M20J	Aircraft Damage:	Minor
Defining Event:		Injuries:	4 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

AFTER A NORMAL FLIGHT FROM BIRMINGHAM, AL, THE PILOT EXECUTED A VISUAL FULL CIRCUIT APPROACH TO RUNWAY 12 AT DAUPHIN ISLAND, AL. THE PILOT STATED THAT HE STABILIZED ON FINAL AT 72 KNOTS WITH FULL FLAPS AND THAT HE HAD A 5-10 KNOT CROSSWIND FROM THE SOUTH. THE AIRCRAFT BOUNCED SEVERAL TIMES DURING LANDING AND THE PILOT APPLIED FULL POWER FOR A GO-AROUND. DURING THE GO-AROUND, THE AIRCRAFT STRUCK A SAND DUNE AND DAMAGED THE PROPELLER AND THE NOSE GEAR. AFTER STRIKING THE DUNE THE PILOT ELECTED TO LAND STRAIGHT AHEAD OFF THE AIRPORT IN SHALLOW WATER. THERE WAS NO REPORTED AIRFRAME OR POWERPLANT MALFUNCTIONS. THIS WAS THE PILOTS FIRST FLIGHT AS PIC IN THE AIRCRAFT.

Probable Cause and Findings

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

Findings

Occurrence #1: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: GO-AROUND (VFR)

Findings

1. (C) RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND

2. (F) LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND
3. (C) GO-AROUND - DELAYED - PILOT IN COMMAND
4. OVERCONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Private	Age:	23, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Unknown
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	May 2, 1981
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	365 hours (Total, all aircraft), 9 hours (Total, this make and model), 9 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	MOONEY	Registration:	N201WX
Model/Series:	M20J M20J	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:		Serial Number:	24 0296
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	2740 lbs
Time Since Last Inspection:	159 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	723 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed	Engine Model/Series:	IO-360-A1B6D
Registered Owner:	NELSON THOMPSON	Rated Power:	200 Horsepower
Operator:	VULCAN FLYING CLUB	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:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Unknown	Visibility	5 miles
Lowest Ceiling:	Unknown	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	180°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	70°C
Precipitation and Obscuration:	N/A - None - Haze		
Departure Point:	BIRMINGHAM , AL	Type of Flight Plan Filed:	IFR
Destination:	ST LOUIS , MO (STL)	Type of Clearance:	None
Departure Time:	10:15 Local	Type of Airspace:	

Airport Information

Airport:	DAUPHIN ISLAND 4R9	Runway Surface Type:	Asphalt
Airport Elevation:	0 ft msl	Runway Surface Condition:	Dry
Runway Used:	12	IFR Approach:	
Runway Length/Width:	3000 ft / 80 ft	VFR Approach/Landing:	Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Minor
Passenger Injuries:	3 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	4 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):

Additional Participating Persons:

Original Publish Date: June 20, 1983

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=70412>

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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](#).