



Aviation Investigation Final Report

Location:	MATAWAN, New Jersey	Accident Number:	NYC82DA213
Date & Time:	August 26, 1982, 18:50 Local	Registration:	N1156U
Aircraft:	MOONEY M20J	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PILOT STATED THAT HE HAD NEVER BEEN AT THIS AIRPORT BEFORE. DURING ARRIVAL, HE LANDED ON RUNWAY 27 TOWARD THE SETTING SUN WITH A CROSSWIND FROM THE LEFT. HE STATED THAT HE TOUCHED DOWN FIRMLY ON THE FIRST 1/3 OF THE RUNWAY, THEN THE AIRCRAFT FLOATED BRIEFLY. HE REPORTED THAT HE GOT ALL WHEELS ON THE GROUND AND THE AIRSPEED BELOW VSO WITH ABOUT 1/3 OF THE RUNWAY REMAINING. FULL BRAKES WERE APPLIED, BUT DUE TO THE SUNGLARE, THE PILOT HAD DIFFICULTY JUDGING THE DISTANCE REMAINING. WHEN HE REALIZED HE COULD NOT STOP SAFELY ON THE RUNWAY, HE INITIATED A GO-AROUND AFTER LIFT-OFF AT THE END OF THE RUNWAY, THE AIRCRAFT MUSHED INTO BRUSH AND SMALL TREE STUMPS AND CAME TO REST ABOUT 200 FT FROM THE DEPARTURE END.

Probable Cause and Findings

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

Findings

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

Findings

1. (F) WEATHER CONDITION - CROSSWIND

2. (F) LIGHT CONDITION - SUNGLARE
3. (C) DISTANCE - MISJUDGED - PILOT IN COMMAND
4. (C) AIRSPEED - MISJUDGED - PILOT IN COMMAND
5. (C) GO-AROUND - DELAYED - PILOT IN COMMAND
6. AIRSPEED - INADEQUATE - PILOT IN COMMAND
7. STALL/MUSH - INADVERTENT - PILOT IN COMMAND
8. (F) TERRAIN CONDITION - HIGH VEGETATION

Occurrence #2: COMPLETE GEAR COLLAPSED
Phase of Operation: GO-AROUND (VFR)

Findings

9. LANDING GEAR - OVERLOAD

Factual Information

Pilot Information

Certificate:	Commercial; Flight instructor	Age:	30, Male
Airplane Rating(s):	Single-engine land; Multi-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--no waivers/lim.	Last FAA Medical Exam:	December 4, 1981
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	759 hours (Total, all aircraft), 8 hours (Total, this make and model), 586 hours (Pilot In Command, all aircraft), 84 hours (Last 90 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	MOONEY	Registration:	N1156U
Model/Series:	M20J M20J	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:		Serial Number:	24-1253
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	2740 lbs
Time Since Last Inspection:	0 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	272 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed	Engine Model/Series:	IO-360-A3B6D
Registered Owner:	AERO VENTURE, INC.	Rated Power:	200 Horsepower
Operator:	AERO VENTURE, INC.	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:	Clear	Visibility	50 miles
Lowest Ceiling:	Unknown	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	70°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	ROBBINSVILLE , NJ (87)	Type of Flight Plan Filed:	None
Destination:	DUBOIS , PA	Type of Clearance:	None
Departure Time:	18:35 Local	Type of Airspace:	

Airport Information

Airport:	MARLBORO 2N8	Runway Surface Type:	Asphalt
Airport Elevation:	0 ft msl	Runway Surface Condition:	Dry
Runway Used:	27	IFR Approach:	None
Runway Length/Width:	2170 ft / 40 ft	VFR Approach/Landing:	None

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:	

Administrative Information

Investigator In Charge (IIC):

Additional Participating Persons:

Original Publish Date: August 26, 1983

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=71607>

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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](#).