



# Aviation Investigation Final Report

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<b>Location:</b>	Charlottesville, Virginia	<b>Accident Number:</b>	ERA09CA508
<b>Date &amp; Time:</b>	September 3, 2009, 20:10 Local	<b>Registration:</b>	N75PW
<b>Aircraft:</b>	Mooney 231	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Ground collision	<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

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## Analysis

The pilot performed a successful landing during night visual conditions, about 30 minutes after sunset at the destination airport. He taxied off the runway onto a perpendicular taxiway, and was instructed by the ground controller to "taxi to the ramp." The pilot stated that he was "unable to make out any features on the ground," due to the darkness. He observed the Fixed Base Operator (FBO) directly in front of him and proceeded straight ahead, not realizing there was a strip of grass separating the taxiway and the FBO. The airplane exited the taxiway and continued down a grassy slope between the ramp and taxiway. During the excursion from the taxiway, the propeller and the tail of the airplane struck the ground, resulting in substantial damage. The pilot did not report any mechanical malfunctions with the airplane. He stated that the accident could have been prevented if he had studied the airport diagram and identified the grassy area.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's inadequate preflight planning and lack of familiarity with the airport diagram, which resulted in a runway excursion onto a grassy area.

## Findings

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<b>Personnel issues</b>	(general) - Pilot
<b>Environmental issues</b>	(general) - Awareness of condition

## Factual Information

### History of Flight

<b>Taxi-from runway</b>	Ground collision (Defining event)
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### Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	65, Male
<b>Airplane Rating(s):</b>	Single-engine land; Multi-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 With waivers/limitations	<b>Last FAA Medical Exam:</b>	May 23, 2008
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	August 10, 2009
<b>Flight Time:</b>	1727 hours (Total, all aircraft), 1411 hours (Total, this make and model), 1585 hours (Pilot In Command, all aircraft), 42 hours (Last 90 days, all aircraft), 13 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Mooney	<b>Registration:</b>	N75PW
<b>Model/Series:</b>	231	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	25-0806
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	June 23, 2009 Annual	<b>Certified Max Gross Wt.:</b>	
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	4180 Hrs as of last inspection	<b>Engine Manufacturer:</b>	Continental
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	TSIO-360
<b>Registered Owner:</b>	Philip M. Walker	<b>Rated Power:</b>	210 Horsepower
<b>Operator:</b>	Philip M. Walker	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Night
<b>Observation Facility, Elevation:</b>	CHO	<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>	20:30 Local	<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	Scattered / 50 ft AGL	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	12 knots / None	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	50°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30.05 inches Hg	<b>Temperature/Dew Point:</b>	26°C / 11°C
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	Baltimore, MD (BWI )	<b>Type of Flight Plan Filed:</b>	IFR
<b>Destination:</b>	Charlottesville, VA (CHO )	<b>Type of Clearance:</b>	IFR
<b>Departure Time:</b>	19:05 Local	<b>Type of Airspace:</b>	

## Airport Information

<b>Airport:</b>	Charlottesville-Albermarle CHO	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	639 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	03	<b>IFR Approach:</b>	Visual
<b>Runway Length/Width:</b>	6001 ft / 150 ft	<b>VFR Approach/Landing:</b>	Full stop

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	2 None	<b>Latitude, Longitude:</b>	38.13861,-78.452774

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Andrews, Jill
<b>Additional Participating Persons:</b>	Morley B English; FAA/FSDO; Richmond, VA
<b>Original Publish Date:</b>	December 15, 2009
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	This accident report documents the factual circumstances of this accident as described to the NTSB.
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=74684">https://data.nts.gov/Docket?ProjectID=74684</a>

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