



Aviation Investigation Final Report

Location:	Gaithersburg, Maryland	Accident Number:	ERA10CA155
Date & Time:	March 1, 2010, 17:15 Local	Registration:	N700ZR
Aircraft:	Socata TBM 700	Aircraft Damage:	Substantial
Defining Event:	Runway excursion	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Positioning		

Analysis

The pilot of the single-engine turboprop was on an instrument flight rules (IFR) flight and cancelled his IFR flight plan after being cleared for a visual approach to the destination airport. He flew a left traffic pattern for runway 32, a 4,202-foot-long, 75-foot-wide, asphalt runway. The pilot reported that the airplane crossed the runway threshold at 81 knots and touched down normally, with the stall warning horn sounding. The airplane subsequently drifted left and the pilot attempted to correct with right rudder input; however, the airplane continued to drift to the left side of the runway. The pilot then initiated a go-around and cognizant of risk of torque roll at low speeds did not apply full power. The airplane climbed to about 10 feet above the ground. At that time, the airplane was in a 20-degree left bank and the pilot applied full right aileron input to correct. The airplane then descended in a left turn, the pilot retarded the throttle, and braced for impact. A Federal Aviation Administration inspector reported that the airplane traveled about 100 feet off the left side of the runway, nosed down in mud, and came to rest in trees. Examination of the wreckage by the inspector did not reveal any preimpact mechanical malfunctions, nor did the pilot report any. The reported wind, about the time of the accident, was from 310 degrees at 10 knots, gusting to 15 knots.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to maintain aircraft control while performing a go-around.

Findings

Aircraft	Directional control - Not attained/maintained
Environmental issues	Gusts - Response/compensation
Personnel issues	Aircraft control - Pilot

Factual Information

History of Flight

Landing-flare/touchdown	Loss of control in flight
Landing-flare/touchdown	Runway excursion (Defining event)

Pilot Information

Certificate:	Airline transport; Commercial; Flight instructor	Age:	61, Male
Airplane Rating(s):	Single-engine land; Multi-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 2 With waivers/limitations	Last FAA Medical Exam:	January 24, 2008
Occupational Pilot:	No	Last Flight Review or Equivalent:	December 4, 2009
Flight Time:	4215 hours (Total, all aircraft), 1240 hours (Total, this make and model), 4080 hours (Pilot In Command, all aircraft), 15 hours (Last 90 days, all aircraft), 6 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Socata	Registration:	N700ZR
Model/Series:	TBM 700	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	87
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	March 13, 2009 Annual	Certified Max Gross Wt.:	6579 lbs
Time Since Last Inspection:	137 Hrs	Engines:	1 Turbo prop
Airframe Total Time:	1968 Hrs at time of accident	Engine Manufacturer:	P&W
ELT:	Installed, not activated	Engine Model/Series:	PT6A SER
Registered Owner:	NOVA AVIATION LLC	Rated Power:	750 Horsepower
Operator:	Michael Rosenberg	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	GAI,539 ft msl	Distance from Accident Site:	
Observation Time:	17:15 Local	Direction from Accident Site:	
Lowest Cloud Condition:		Visibility	10 miles
Lowest Ceiling:	Overcast / 4700 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	10 knots / 15 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	310°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.95 inches Hg	Temperature/Dew Point:	6°C / -4°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Chapel Hill, NC (IGX)	Type of Flight Plan Filed:	IFR
Destination:	Gaithersburg, MD (GAI)	Type of Clearance:	IFR
Departure Time:	16:15 Local	Type of Airspace:	

Airport Information

Airport:	Montgomery Country Airpark GAI	Runway Surface Type:	Asphalt
Airport Elevation:		Runway Surface Condition:	Dry
Runway Used:	32	IFR Approach:	Visual
Runway Length/Width:	4202 ft / 75 ft	VFR Approach/Landing:	Traffic pattern

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:	39.168334,-77.166114

Administrative Information

Investigator In Charge (IIC):	Gretz, Robert
Additional Participating Persons:	Bentley Hunte; FAA/FSDO; Baltimore, MD
Original Publish Date:	June 17, 2010
Last Revision Date:	
Investigation Class:	Class
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=75427

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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](#).