



Aviation Investigation Final Report

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| Location: | Bloomfield, Indiana | Accident Number: | CEN12LA198 |
| Date & Time: | March 23, 2012, 21:00 Local | Registration: | N201QB |
| Aircraft: | Mooney M20J | Aircraft Damage: | Substantial |
| Defining Event: | Loss of control on ground | Injuries: | 2 Serious |
| Flight Conducted Under: | Part 91: General aviation - Positioning | | |

Analysis

The pilot was attempting to land on a lighted grass runway at night. His first two attempts to land were aborted. According to the passenger, the pilot landed the airplane on his third attempt with only 400 feet of available runway remaining and then “slammed” on the brakes, and the airplane began to slide. After the airplane exited the runway end, the pilot applied full power to abort the landing; however, the airplane only became momentarily airborne before it stalled and collided with a levy.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to land with sufficient runway remaining to stop, which resulted in an unsuccessful aborted landing, inadvertent stall, and collision with terrain.

Findings

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| Personnel issues | Aircraft control - Pilot |
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Factual Information

History of Flight

Landing-aborted after touchdown

Loss of control on ground (Defining event)

On March 23, 2012, at 2100 eastern daylight time, N201QB, a Mooney M20J airplane, was substantially damaged when it collided with an embankment during an aborted landing on runway 18 at Shawnee Airport (1I3), Bloomfield, Indiana. The commercial pilot and the passenger were seriously injured. The airplane was co-registered to and operated by the pilot. No flight plan was filed for the flight that originated at Sullivan County Airport (SIV), Sullivan, Indiana, about 2040, and destined for 1I3. Visual meteorological conditions prevailed for the repositioning flight conducted under 14 Code of Federal Regulations Part 91.

In an interview with a Federal Aviation Administration (FAA) inspector, the pilot stated that he made four attempts to land on the 2,160-foot-long by 150-foot-wide, sod strip equipped with non-standard runway edge lights. On the fourth attempt, he landed the airplane, but said the brakes did not seem to be working because the airplane was not slowing down. The pilot attempted to abort the landing and subsequently impacted a levy south of the runway.

The passenger told the FAA inspector that they approached the airport as it was getting dark outside. The pilot made three (not four as reported by the pilot) attempts to land, but each time he kept turning onto the base leg too early, which resulted in a higher than normal final approach. On the first attempt, the pilot touched down, but elected to abort the landing. On the second attempt, the airplane touched down with less than 200 feet of runway remaining, so the pilot applied power and went around again. On the third landing attempt, the airplane touched down with approximately 400 feet of runway remaining. The pilot "slammed" on the brakes, and the airplane began to slide. When the airplane went off the runway, the pilot applied full power and the nose of the airplane pitched up. The main landing gear wheels crossed over a dirt road separating the runway and a plowed field, and momentarily became airborne. The passenger said he saw the stall warning light illuminated, but could not recall hearing the stall horn. The airplane stalled and impacted with a creek bank.

An on-scene examination of the airplane was conducted by two FAA inspectors. According to an inspector, the airplane sustained substantial damage to the firewall and the fuselage. The runway and surrounding area appeared to be wet/soft from recent rainfall.

The pilot held a commercial pilot certificate for airplane single-engine land, instrument airplane. He also held a certified flight and ground instructor ratings. His last FAA Third Class medical was issued on July 25, 2011. At that time, he reported a total of 1,300 flight hours.

Weather at Monroe County Airport (BMG), Bloomfield, Indiana, approximately 19 miles east of

the accident site, at 2053, was reported as wind calm, visibility 10 miles, clouds broken at 3,700 feet, overcast clouds at 4,600 feet, temperature 15 degrees Celsius, dewpoint 12 degrees Celsius, and an altimeter setting of 29.80 inches of Mercury. Remarks at that time were for distant lightning northeast and southeast of the airport.

Pilot Information

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| Certificate: | Commercial; Flight instructor | Age: | 55, Male |
| Airplane Rating(s): | Single-engine land | Seat Occupied: | Left |
| Other Aircraft Rating(s): | None | Restraint Used: | |
| Instrument Rating(s): | Airplane | Second Pilot Present: | |
| Instructor Rating(s): | Airplane single-engine | Toxicology Performed: | No |
| Medical Certification: | Class 3 With waivers/limitations | Last FAA Medical Exam: | July 25, 2011 |
| Occupational Pilot: | No | Last Flight Review or Equivalent: | |
| Flight Time: | 1300 hours (Total, all aircraft) | | |

Aircraft and Owner/Operator Information

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| Aircraft Make: | Mooney | Registration: | N201QB |
| Model/Series: | M20J | Aircraft Category: | Airplane |
| Year of Manufacture: | | Amateur Built: | |
| Airworthiness Certificate: | Normal | Serial Number: | 24-0383 |
| Landing Gear Type: | Retractable - Tricycle | Seats: | 4 |
| Date/Type of Last Inspection: | Annual | Certified Max Gross Wt.: | 2740 lbs |
| Time Since Last Inspection: | 18 Hrs | Engines: | 1 Reciprocating |
| Airframe Total Time: | 4464 Hrs | Engine Manufacturer: | LYCOMING |
| ELT: | Installed, not activated | Engine Model/Series: | I0360 SER |
| Registered Owner: | WOODS EDWARD | Rated Power: | 180 Horsepower |
| Operator: | WOODS EDWARD | Operating Certificate(s) Held: | None |

Meteorological Information and Flight Plan

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| Conditions at Accident Site: | Visual (VMC) | Condition of Light: | Night |
| Observation Facility, Elevation: | BMG,846 ft msl | Distance from Accident Site: | 19 Nautical Miles |
| Observation Time: | 20:53 Local | Direction from Accident Site: | 90° |
| Lowest Cloud Condition: | | Visibility | 10 miles |
| Lowest Ceiling: | Overcast / 4600 ft AGL | Visibility (RVR): | |
| Wind Speed/Gusts: | / | Turbulence Type Forecast/Actual: | / |
| Wind Direction: | | Turbulence Severity Forecast/Actual: | / |
| Altimeter Setting: | 29.79 inches Hg | Temperature/Dew Point: | 15°C / 12°C |
| Precipitation and Obscuration: | | | |
| Departure Point: | Sullivan, IN (SIV) | Type of Flight Plan Filed: | Unknown |
| Destination: | Bloomfield, IN (113) | Type of Clearance: | Unknown |
| Departure Time: | 20:40 Local | Type of Airspace: | |

Airport Information

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| Airport: | Shawnee Airport 113 | Runway Surface Type: | Grass/turf |
| Airport Elevation: | 501 ft msl | Runway Surface Condition: | Soft;Wet |
| Runway Used: | 18 | IFR Approach: | None |
| Runway Length/Width: | 2160 ft / 150 ft | VFR Approach/Landing: | Full stop |

Wreckage and Impact Information

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| 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: | 39.038887,-87.001388(est) |

Administrative Information

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| Investigator In Charge (IIC): | Yeager, Leah |
| Additional Participating Persons: | Bradley Behnkee; FAA/FSDO; Indianapolis, IN |
| Original Publish Date: | May 23, 2013 |
| Last Revision Date: | |
| Investigation Class: | Class |
| Note: | |
| Investigation Docket: | https://data.nts.gov/Docket?ProjectID=83203 |

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](#).