



# Aviation Investigation Final Report

|                                |                                      |                         |                   |
|--------------------------------|--------------------------------------|-------------------------|-------------------|
| <b>Location:</b>               | Oshkosh, Wisconsin                   | <b>Accident Number:</b> | CEN12CA465        |
| <b>Date &amp; Time:</b>        | July 21, 2012, 16:20 Local           | <b>Registration:</b>    | N339PB            |
| <b>Aircraft:</b>               | Mooney M20J                          | <b>Aircraft Damage:</b> | Substantial       |
| <b>Defining Event:</b>         | Loss of control on ground            | <b>Injuries:</b>        | 1 Serious, 1 None |
| <b>Flight Conducted Under:</b> | Part 91: General aviation - Personal |                         |                   |

## Analysis

The pilot stated that, during landing, he was concentrating on touching down at a particular location, and he forced the airplane onto the runway at an airspeed that was too fast. The airplane bounced two or three times and traveled off the right side of the runway/taxiway into the grass where it contacted a taxiway light. The pilot stated that the brakes were ineffective due to the speed and the grass. The airplane continued across a service road where it contacted six heavy military vehicles that were among a row of parked vehicles. Both wings and the firewall were substantially damaged. The pilot stated that there was nothing mechanically wrong with the airplane.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's excessive airspeed at touchdown and his loss of control of the airplane during the landing roll.

## Findings

|                         |   |
|-------------------------|---|
| <b>Personnel issues</b> | Aircraft control - Pilot                      |
| <b>Aircraft</b>         | Airspeed - Not attained/maintained            |
| <b>Aircraft</b>         | Directional control - Not attained/maintained |

## Factual Information

### History of Flight

|                             |  |
|-----------------------------|--|
| <b>Landing-landing roll</b> | Loss of control on ground (Defining event) |
| <b>Landing-landing roll</b> | Runway excursion                           |
| <b>Landing-landing roll</b> | Collision with terr/obj (non-CFIT)         |

### Pilot Information

|                                  |   |  |                  |
|----------------------------------|---|--|------------------|
| <b>Certificate:</b>              | Private   | <b>Age:</b>                              | 73, Male         |
| <b>Airplane Rating(s):</b>       | Single-engine land  | <b>Seat Occupied:</b>                    | Left             |
| <b>Other Aircraft Rating(s):</b> | Glider  | <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 Without<br>waivers/limitations  | <b>Last FAA Medical Exam:</b>            | August 12, 2011  |
| <b>Occupational Pilot:</b>       | No  | <b>Last Flight Review or Equivalent:</b> | October 15, 2011 |
| <b>Flight Time:</b>              | 2886 hours (Total, all aircraft), 2700 hours (Total, this make and model), 2867 hours (Pilot In Command, all aircraft), 40 hours (Last 90 days, all aircraft), 15 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft) |  |                  |

## Aircraft and Owner/Operator Information

|                                      |                              |                                       |                 |
|--------------------------------------|------------------------------|---------------------------------------|-----------------|
| <b>Aircraft Make:</b>                | Mooney                       | <b>Registration:</b>                  | N339PB          |
| <b>Model/Series:</b>                 | M20J                         | <b>Aircraft Category:</b>             | Airplane        |
| <b>Year of Manufacture:</b>          |                              | <b>Amateur Built:</b>                 |                 |
| <b>Airworthiness Certificate:</b>    | Normal                       | <b>Serial Number:</b>                 | 24-1221         |
| <b>Landing Gear Type:</b>            | Retractable - Tricycle       | <b>Seats:</b>                         | 4               |
| <b>Date/Type of Last Inspection:</b> | January 10, 2012 Annual      | <b>Certified Max Gross Wt.:</b>       | 2740 lbs        |
| <b>Time Since Last Inspection:</b>   |                              | <b>Engines:</b>                       | 1 Reciprocating |
| <b>Airframe Total Time:</b>          | 5026 Hrs at time of accident | <b>Engine Manufacturer:</b>           | LYCOMING        |
| <b>ELT:</b>                          | Installed                    | <b>Engine Model/Series:</b>           | IO-360          |
| <b>Registered Owner:</b>             | BARTHOLOMEW PATRICIA         | <b>Rated Power:</b>                   | 200 Horsepower  |
| <b>Operator:</b>                     | John C. Bartholomew          | <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>                  | Day              |
| <b>Observation Facility, Elevation:</b> | OSH,808 ft msl                   | <b>Distance from Accident Site:</b>         | 0 Nautical Miles |
| <b>Observation Time:</b>                | 15:53 Local                      | <b>Direction from Accident Site:</b>        | 0°               |
| <b>Lowest Cloud Condition:</b>          | Clear                            | <b>Visibility</b>                           | 10 miles         |
| <b>Lowest Ceiling:</b>                  | None                             | <b>Visibility (RVR):</b>                    |                  |
| <b>Wind Speed/Gusts:</b>                | 8 knots / 14 knots               | <b>Turbulence Type Forecast/Actual:</b>     | /                |
| <b>Wind Direction:</b>                  | 260°                             | <b>Turbulence Severity Forecast/Actual:</b> | /                |
| <b>Altimeter Setting:</b>               | 30 inches Hg                     | <b>Temperature/Dew Point:</b>               | 31°C / 17°C      |
| <b>Precipitation and Obscuration:</b>   | No Obscuration; No Precipitation |   |                  |
| <b>Departure Point:</b>                 | Madison, WI (MSN)                | <b>Type of Flight Plan Filed:</b>           | None             |
| <b>Destination:</b>                     | Oshkosh, WI (OSH)                | <b>Type of Clearance:</b>                   | VFR              |
| <b>Departure Time:</b>                  | 15:30 Local                      | <b>Type of Airspace:</b>                    | Class D          |

## Airport Information

|                             |                     |                                  |           |
|-----------------------------|---------------------|----------------------------------|-----------|
| <b>Airport:</b>             | Wittman Airport OSH | <b>Runway Surface Type:</b>      | Concrete  |
| <b>Airport Elevation:</b>   | 0 ft msl            | <b>Runway Surface Condition:</b> | Dry       |
| <b>Runway Used:</b>         | 36R                 | <b>IFR Approach:</b>             | None      |
| <b>Runway Length/Width:</b> | 6300 ft / 50 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 Serious         | <b>Aircraft Fire:</b>       | None                   |
| <b>Ground Injuries:</b>    | N/A               | <b>Aircraft Explosion:</b>  | None                   |
| <b>Total Injuries:</b>     | 1 Serious, 1 None | <b>Latitude, Longitude:</b> | 43.985,-88.561668(est) |

## Administrative Information

|  |   |
|--|---|
| <b>Investigator In Charge (IIC):</b>     | Sullivan, Pamela  |
| <b>Additional Participating Persons:</b> | Raymond Yank; FAA-MKE-FSDO; Milwaukee, WI   |
| <b>Original Publish Date:</b>            | October 9, 2012   |
| <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=84402">https://data.nts.gov/Docket?ProjectID=84402</a> |

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