



Aviation Investigation Final Report

Location:	Warsaw, Indiana	Accident Number:	CEN13CA144
Date & Time:	January 27, 2013, 11:40 Local	Registration:	N5763H
Aircraft:	Mooney M20J	Aircraft Damage:	Substantial
Defining Event:	Abnormal runway contact	Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported that, while approaching the airport for landing, he entered a left downwind leg for the traffic pattern and then “allowed” the wind to push the airplane too close to the runway, which he overshot on final approach. The airplane was not aligned with the runway when it “hit the ground hard and bounced.” The airplane began to porpoise and bounced several more times as it departed the left side of the runway. The pilot attempted a go-around; however, he never regained control of the airplane. The right wingtip impacted an airport fuel storage facility about 350 feet left of the runway, and the airplane came to rest upright about 50 feet from the initial impact. Significant fuel spilled, but no postimpact fire ensued. The impact resulted in the collapse of the landing gear and substantial damage to the engine mount, firewall, fuselage, and both wings. The pilot reported that he had become complacent after flying this airplane for 6 years, that he was unprepared for the violent bouncing from the hard landing, and that he should have had better training to prepare him for the stress, confusion, and surprise that resulted. The pilot also reported no mechanical malfunction or failure that would have precluded normal operation.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot’s improper recovery from a bounced landing and failure to maintain control of the airplane during a go-around maneuver. Contributing to the accident were the pilot’s complacency flying the airplane and his lack of training on bounced landing recovery procedures.

Findings

Aircraft	(general) - Not attained/maintained
Personnel issues	Lack of action - Pilot
Personnel issues	(general) - Pilot
Personnel issues	Complacency - Pilot

Factual Information

History of Flight

Landing-flare/touchdown	Abnormal runway contact (Defining event)
Landing-flare/touchdown	Hard landing
Landing-aborted after touchdown	Runway excursion
Approach-VFR go-around	Loss of control in flight
Uncontrolled descent	Collision with terr/obj (non-CFIT)
Other	Dragged wing/rotor/float/other
Post-impact	Landing gear collapse

Pilot Information

Certificate:	Private	Age:	63, Male
Airplane Rating(s):	Single-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 3 With waivers/limitations	Last FAA Medical Exam:	March 1, 2011
Occupational Pilot:	No	Last Flight Review or Equivalent:	July 26, 2011
Flight Time:	(Estimated) 1079 hours (Total, all aircraft), 482 hours (Total, this make and model), 1006 hours (Pilot In Command, all aircraft), 39 hours (Last 90 days, all aircraft), 22 hours (Last 30 days, all aircraft), 10 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Mooney	Registration:	N5763H
Model/Series:	M20J	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	24-1469
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	September 7, 2012 Annual	Certified Max Gross Wt.:	2740 lbs
Time Since Last Inspection:	57 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	6466 Hrs as of last inspection	Engine Manufacturer:	CONT MOTOR
ELT:	C91A installed, not activated	Engine Model/Series:	IO-360 SER
Registered Owner:	On file	Rated Power:	300 Horsepower
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KASW,850 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	11:35 Local	Direction from Accident Site:	360°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	Unknown	Visibility (RVR):	
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	150°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.39 inches Hg	Temperature/Dew Point:	-3°C / -7°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Lapeer, MI (D95)	Type of Flight Plan Filed:	IFR
Destination:	Warsaw, IN (ASW)	Type of Clearance:	IFR
Departure Time:	09:55 Local	Type of Airspace:	

Airport Information

Airport:	Warsaw Municipal Airport ASW	Runway Surface Type:	Asphalt
Airport Elevation:	850 ft msl	Runway Surface Condition:	Dry
Runway Used:	18	IFR Approach:	None
Runway Length/Width:	4012 ft / 75 ft	VFR Approach/Landing:	Full stop;Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	41.271389,-85.837219(est)

Administrative Information

Investigator In Charge (IIC):	Latson, Thomas
Additional Participating Persons:	Terry L Rhea; FAA South Bend FSDO; South Bend, IN
Original Publish Date:	May 23, 2013
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=86094

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