



Aviation Investigation Final Report

Location:	Rimrock, Arizona	Accident Number:	WPR14LA343
Date & Time:	August 13, 2014, 07:30 Local	Registration:	N7786M
Aircraft:	Mooney M20F	Aircraft Damage:	Substantial
Defining Event:	Miscellaneous/other	Injuries:	1 Serious, 1 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The private pilot reported that he obtained weather briefings for the cross-country flight and that, during the flight, the weather was not improving as anticipated. The visibility was above visual flight rule minimums and the ceiling was greater than 2,000 ft above ground level, but he wanted to land and obtain an updated weather briefing.

The pilot decided to land at the nearest airport. He reported that he had not landed at this airport before and did not know the runway was sloped downhill. Further, the runway was wet. When he applied the brakes during the landing roll, the airplane started to skid. He decided to go around but did not get the flaps up before the airplane travelled off the end of the runway and impacted terrain, which resulted in substantial damage to the wings and fuselage.

The pilot reported that there were no mechanical malfunctions or failures with the airplane that would have precluded normal operation. Thus, it is likely that the pilot failed to maintain control of the airplane during the landing roll and then made the decision to go around before the airplane was configured for takeoff.

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 control of the airplane during the landing roll on a wet sloping runway and his decision to go around before the airplane was configured for takeoff.

Findings

Personnel issues	Aircraft control - Pilot
Personnel issues	Decision making/judgment - Pilot
Environmental issues	Wet surface - Effect on operation

Factual Information

History of Flight

Landing-aborted after touchdown	Miscellaneous/other (Defining event)
Uncontrolled descent	Collision with terr/obj (non-CFIT)

On August 13, 2014, about 0730 mountain standard time, a Mooney M20F airplane, N7786M, collided with terrain during a go-around at the Rimrock Airport (48AZ), Rimrock, Arizona. The private pilot received minor injuries and the passenger was seriously injured. The airplane was registered to and operated by the pilot as a Title 14 *Code of Federal Regulations* Part 91 personal flight. Visual meteorological conditions prevailed and no flight plan was filed for the cross-country flight. The flight departed Show Low Regional Airport (KSOW), Show Low, Arizona, about 0630 and was destined for Apple Valley, California.

During a telephone conversation with the National Transportation Safety Board (NTSB) investigator-in-charge (IIC), the pilot reported that he received several weather briefings, but the weather was not improving as anticipated. The visibility was above visual flight rule (VFR) minimums, and the ceiling was greater than 2,000 ft above ground level, but he wanted to land, and get an updated weather briefing.

He decided to land at the nearest airport, which was the Rimrock Airport. He said he had not landed there previously, and did not know the runway was sloped downhill. It had rained earlier, the runway was wet, and when he applied the brakes the airplane started to skid. He decided to go-around but did not get the flaps up before the airplane travelled off the end of the runway and impacted terrain.

The pilot reported that there were no mechanical anomalies with the airplane that would have precluded normal operation. The airplane sustained substantial damage to the wings and fuselage.

Pilot Information

Certificate:	Private	Age:	61,Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 With waivers/limitations	Last FAA Medical Exam:	July 1, 2013
Occupational Pilot:	No	Last Flight Review or Equivalent:	September 17, 2013
Flight Time:			

Aircraft and Owner/Operator Information

Aircraft Make:	Mooney	Registration:	N7786M
Model/Series:	M20F NO SERIES	Aircraft Category:	Airplane
Year of Manufacture:	1974	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	22-0034
Landing Gear Type:	Retractable - Tricycle	Seats:	
Date/Type of Last Inspection:	March 1, 2014 Annual	Certified Max Gross Wt.:	2740 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	LYCOMING
ELT:		Engine Model/Series:	I0360 SER
Registered Owner:	On file	Rated Power:	0 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:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:		Visibility	7 miles
Lowest Ceiling:	Overcast / 2000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:			
Departure Point:	Show Low, AZ (KSOW)	Type of Flight Plan Filed:	None
Destination:	Apple Valley, CA (KAPV)	Type of Clearance:	None
Departure Time:	06:30 Local	Type of Airspace:	Class G

Airport Information

Airport:	RIMROCK 48AZ	Runway Surface Type:	Asphalt
Airport Elevation:	3575 ft msl	Runway Surface Condition:	Wet
Runway Used:	23	IFR Approach:	None
Runway Length/Width:	2300 ft / 75 ft	VFR Approach/Landing:	Full stop;Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	1 Serious	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Serious, 1 Minor	Latitude, Longitude:	34.650554,-111.786109

Administrative Information

Investigator In Charge (IIC): Lewis, Lawrence

Additional Participating Persons: Dale Sykes; FAA FSDO; Scottsdale, AZ

Original Publish Date: April 13, 2020

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=89864>

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](#).