



Aviation Investigation Final Report

Location:	Reedsburg, Wisconsin	Accident Number:	GAA16CA323
Date & Time:	June 17, 2016, 11:05 Local	Registration:	N9139U
Aircraft:	Mooney M20	Aircraft Damage:	Substantial
Defining Event:	Runway excursion	Injuries:	2 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

In a telephone interview with the NTSB Investigator-in-charge (IIC), the pilot stated that the airplane touched down midfield, and he knew he was going to overrun the runway. He attempted to abort the landing, however the airplane over ran the runway and impacted the airport perimeter fence.

A postaccident examination revealed substantial damage to the fuselage.

According to the pilot there were no preimpact mechanical failures or malfunctions with the airframe or engine that would have precluded normal operation.

After multiple requests, the pilot did not return the National Transportation Safety Board Form 6120.1 Pilot/Operator Aircraft Accident/Incident Report as requested.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

The pilot's long landing and failure to stop the airplane on the runway, resulting in an overrun, impact with a fence, and substantial damage to the airplane.

Findings

Aircraft	Descent/approach/glide path - Not attained/maintained
Personnel issues	Aircraft control - Pilot
Environmental issues	Fence/fence post - Contributed to outcome
Aircraft	Surface speed/braking - Not attained/maintained

Factual Information

History of Flight

Landing-aborted after touchdown	Runway excursion (Defining event)
Landing	Collision with terr/obj (non-CFIT)

Pilot Information

Certificate:	Private	Age:	72, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Unknown
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	None None	Last FAA Medical Exam:	
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:			

Passenger Information

Certificate:		Age:	
Airplane Rating(s):		Seat Occupied:	Unknown
Other Aircraft Rating(s):		Restraint Used:	Unknown
Instrument Rating(s):		Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:		Last FAA Medical Exam:	
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:			

Aircraft and Owner/Operator Information

Aircraft Make:	Mooney	Registration:	N9139U
Model/Series:	M20 J	Aircraft Category:	Airplane
Year of Manufacture:	1991	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	24-3239
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	2899 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	LYCOMING
ELT:		Engine Model/Series:	IO-360
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:	KDLL,976 ft msl	Distance from Accident Site:	9 Nautical Miles
Observation Time:	15:55 Local	Direction from Accident Site:	94°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	/ None
Wind Direction:	100°	Turbulence Severity Forecast/Actual:	/ N/A
Altimeter Setting:	30.11 inches Hg	Temperature/Dew Point:	25°C / 13°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	ST PAUL, MN (21D)	Type of Flight Plan Filed:	Unknown
Destination:	Reedsburg, WI (C35)	Type of Clearance:	Unknown
Departure Time:	10:00 Local	Type of Airspace:	Class G

Airport Information

Airport:	REEDSBURG MUNI C35	Runway Surface Type:	Asphalt
Airport Elevation:	906 ft msl	Runway Surface Condition:	Unknown
Runway Used:	07	IFR Approach:	None
Runway Length/Width:	2510 ft / 50 ft	VFR Approach/Landing:	Full stop

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	1 Minor	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Minor	Latitude, Longitude:	43.531665,-89.982223(est)

Administrative Information

Investigator In Charge (IIC):	Vanover, Jackie
Additional Participating Persons:	Jon H Weston; FAA; Milwaukee, WI
Original Publish Date:	September 12, 2016
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=93428

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](#).