



Aviation Investigation Final Report

Location:	LAKEWAY, Texas	Accident Number:	CEN17LA198
Date & Time:	May 28, 2017, 12:00 Local	Registration:	N211ZN
Aircraft:	Mooney M20J	Aircraft Damage:	Substantial
Defining Event:	Runway excursion	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The private pilot stated that, during the flight, the right lens fell out of his eyeglasses. Aware of powerlines at the approach end of the runway, and with his vision impaired, he flew a higher than normal landing approach to ensure obstacle clearance. The airplane subsequently landed long, exited the end of the runway, and impacted a stone mailbox, resulting in substantial damage. The pilot reported there were no mechanical malfunctions or anomalies with the airplane 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 failure to attain a proper touchdown point during landing, which resulted in a runway excursion. Contributing to the accident was the pilot's impaired vision due to his broken eyeglasses.

Findings

Personnel issues	Visual function - Pilot
Personnel issues	Aircraft control - Pilot
Aircraft	Descent/approach/glide path - Not attained/maintained
Personnel issues	Qualification/certification - Pilot
Environmental issues	(general) - Contributed to outcome

Factual Information

History of Flight

Enroute	Miscellaneous/other
Landing-landing roll	Runway excursion (Defining event)

On May 28, 2017, about 1200 central daylight time, a Mooney M20J airplane, N211ZN, impacted ground objects during a runway excursion on runway 34 at the Lakeway Airpark (3R9), near Lakeway, Texas. The pilot was uninjured. The airplane sustained substantial wing damage. The airplane was registered to Yarbrough Southwest Corp. and was operated by the pilot as a 14 Code of Federal Regulations Part 91 personal flight. Day visual meteorological conditions prevailed in the area about the time of the accident and the flight was not operated on a flight plan. The flight originated from the Tierra Linda Ranch Airport, near Kerrville, Texas, about 1139 and was destined for 3R9.

According to the pilot, his glasses broke during the flight. The right lens screw fell out, which caused the lens to separate from the frame and fall out away from his reach. Aware of power lines at the south end of the field, the pilot elected to fly a higher glidepath than normal and proceed into the landing sequence higher than was normal due to his now restricted vision, so as to assure clearance of the power lines. The airplane landed long. The pilot subsequently recognized that the airplane was long of the desired touchdown point and elected not to go around due to concern of obstacles in the area. Due to the long landing, the airplane continued off the runway and its left wing impacted a stone mailbox.

The pilot's report indicated that there were no airplane mechanical malfunctions.

The pilot's report indicated "unknown" for his medical certificate. Federal Aviation Administration records revealed that the pilot's last medical certificate was dated December 18, 2007.

The pilot's safety recommendation was "to purchase corrective lenses with frames that will not allow a lens to fall out" and to "bring an additional set of glasses when flying."

Pilot Information

Certificate:	Private	Age:	82, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	3-point
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:	December 18, 2007
Occupational Pilot:	No	Last Flight Review or Equivalent:	March 24, 2017
Flight Time:	4534 hours (Total, all aircraft), 3100 hours (Total, this make and model), 4500 hours (Pilot In Command, all aircraft), 25 hours (Last 90 days, all aircraft), 13 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Mooney	Registration:	N211ZN
Model/Series:	M20J	Aircraft Category:	Airplane
Year of Manufacture:	1985	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	24-1535
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	March 24, 2017 Annual	Certified Max Gross Wt.:	2899 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	2302 Hrs at time of accident	Engine Manufacturer:	CONT MOTOR
ELT:	C126 installed, not activated	Engine Model/Series:	IO-550-A4B
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:	KRYW,1230 ft msl	Distance from Accident Site:	9 Nautical Miles
Observation Time:	12:35 Local	Direction from Accident Site:	9°
Lowest Cloud Condition:		Visibility	10 miles
Lowest Ceiling:	Broken / 2600 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	120°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.95 inches Hg	Temperature/Dew Point:	31°C / 23°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	KERRVILLE, TX (60TE)	Type of Flight Plan Filed:	None
Destination:	LAKEWAY, TX (3R9)	Type of Clearance:	None
Departure Time:	11:39 Local	Type of Airspace:	

Airport Information

Airport:	LAKEWAY AIRPARK 3R9	Runway Surface Type:	Asphalt
Airport Elevation:	909 ft msl	Runway Surface Condition:	Dry
Runway Used:	34	IFR Approach:	None
Runway Length/Width:	3930 ft / 70 ft	VFR Approach/Landing:	Full stop

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	30.3575,-97.994445(est)

Administrative Information

Investigator In Charge (IIC):	Malinowski, Edward
Additional Participating Persons:	Frank G Fortmann; Federal Aviation Administration; San Antonio, TX
Original Publish Date:	September 6, 2017
Last Revision Date:	
Investigation Class:	Class
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=95246

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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](#).