



National Transportation Safety Board Aviation Accident Final Report

Location:	RIO LINDA, CA	Accident Number:	LAX96LA256
Date & Time:	07/01/1996, 1145 PDT	Registration:	N3229F
Aircraft:	Mooney M20E	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The pilot stated that the winds were calm when he crossed the threshold 'a little high and 10 knots fast' on the 2,620-foot-long runway 17. The pilot said, 'I was able to get the wheels on the ground before midfield, but I bounced the airplane and had a very hard time getting it back on the runway.' The pilot was unable to stop the aircraft prior to running off the departure end about 5 mph. The aircraft traveled about 15 feet into an area of tall dried grass. As the pilot shut down the engine he noticed a fire behind the aircraft's wing and evacuated the aircraft. By the time the pilot could get to a phone, telephone for help, and the local fire department responded, the aircraft was engulfed in flames and eventually consumed by the ground fire.

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/maintain the proper approach airspeed, his failure to attain the proper runway touchdown point, and his failure to initiate a go-around when a landing overshoot became apparent. A factor in the accident was the airport management's failure to ensure that the overrun area was clear of potential fire hazards.

Findings

Occurrence #1: OVERRUN

Phase of Operation: LANDING - ROLL

Findings

1. (C) AIRSPEED(VREF) - NOT OBTAINED/MAINTAINED - PILOT IN COMMAND
2. (C) DISTANCE/SPEED - MISJUDGED - PILOT IN COMMAND
3. (C) PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
4. (C) GO-AROUND - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2: FIRE

Phase of Operation: STANDING - ENGINE(S) OPERATING

Findings

5. (F) AIRPORT FACILITIES, RUNWAY OVERRUN AREA - GRASS
6. (F) OTHER AIRPORT/RUNWAY MAINTENANCE - INADEQUATE - AIRPORT PERSONNEL

Factual Information

On July 1, 1996, at 1145 hours Pacific daylight time, a Mooney M20E, N3229F, was destroyed by ground fire when the aircraft rolled off the end of the runway at the Rio Linda, California, airport and the exhaust ignited dried grass. The aircraft was owned and operated by the pilot and was completing a personal cross-country flight from Palo Alto, California. Visual meteorological conditions prevailed and no flight plan was filed. The aircraft was destroyed in the ground fire along with an undetermined amount of grass land and trees. The certificated private pilot and his one passenger were not injured. The flight originated in Palo Alto at 1100 on the day of the accident.

The pilot stated that the winds were calm when he crossed the threshold "a little high and 10 knots fast" on the 2,620-foot-long runway 17. The pilot said, "I was able to get the wheels on the ground before midfield, but I bounced the airplane and had a very hard time getting it back on the runway." The pilot was unable to stop the aircraft prior to running off the departure end about 5 mph. The aircraft traveled about 15 feet into an area of tall dried grass. As the pilot shut down the engine he noticed a fire behind the aircraft's wing and evacuated the aircraft. By the time the pilot could get to a phone, telephone for help, and the local fire department responded, the aircraft was engulfed in flames and eventually consumed by the ground fire.

Pilot Information

Certificate:	Private	Age:	31, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	05/18/1995
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	569 hours (Total, all aircraft), 391 hours (Total, this make and model), 492 hours (Pilot In Command, all aircraft), 75 hours (Last 90 days, all aircraft), 14 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Mooney	Registration:	N3229F
Model/Series:	M20E M20E	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	67-0022
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	08/05/1995, Annual	Certified Max Gross Wt.:	2750 lbs
Time Since Last Inspection:	159 Hours	Engines:	1 Reciprocating
Airframe Total Time:	3760 Hours	Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	IO-360-A1A
Registered Owner:	HAMID A. WASTI	Rated Power:	200 hp
Operator:	HAMID A. WASTI	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	30 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	Light and Variable /	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	36 °C
Precipitation and Obscuration:			
Departure Point:	PALO ALTO, CA (PAO)	Type of Flight Plan Filed:	None
Destination:	(Q94)	Type of Clearance:	None
Departure Time:	1100 PDT	Type of Airspace:	Class E

Airport Information

Airport:	RIO LINDA (Q94)	Runway Surface Type:	Asphalt
Airport Elevation:	45 ft	Runway Surface Condition:	Dry
Runway Used:	17	IFR Approach:	None
Runway Length/Width:	2620 ft / 42 ft	VFR Approach/Landing:	Full Stop; Traffic Pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Destroyed
Passenger Injuries:	1 None	Aircraft Fire:	On-Ground
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	JEFF RICH	Report Date:	12/16/1996
Additional Participating Persons:	ROY HUTTO; SACRAMENTO, CA		
Publish Date:			
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

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