



National Transportation Safety Board Aviation Accident Data Summary

Location:	RIO LINDA, CA	Accident Number:	LAX96LA256
Date & Time:	07/01/1996, 1145 PDT	Registration:	N3229F
Aircraft:	Mooney M20E	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

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

Pilot Information

Certificate:	Private	Age:	31
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
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	Engines:	1 Reciprocating
Operator:	HAMID A. WASTI	Engine Manufacturer:	Lycoming
Operating Certificate(s) Held:	None	Engine Model/Series:	IO-360-A1A
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Weather Information Source:	Witness
Lowest Ceiling:	None / 0 ft agl	Wind Speed/Gusts, Direction:	Light and Variable / ,
Temperature:	36° C	Visibility	30 Miles
Precipitation and Obscuration:			
Departure Point:	PALO ALTO, CA (PAO)	Destination:	(Q94)

Airport Information

Airport:	RIO LINDA (Q94)	Runway Surface Type:	Asphalt
Runway Used:	17	Runway Surface Condition:	Dry
Runway Length/Width:	2620 ft / 42 ft		

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
Latitude, Longitude:			

Administrative Information

Investigator In Charge (IIC): JEFF RICH Adopted Date: 12/16/1996

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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