



National Transportation Safety Board Aviation Accident Final Report

Location:	AUSTIN, TX	Accident Number:	FTW85LA172
Date & Time:	04/02/1985, 1400 CST	Registration:	N8121E
Aircraft:	MOONEY M20A	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None

Flight Conducted Under: Part 91: General Aviation - Personal

Analysis

THE 86 HR PRIVATE PLT LANDED AT A RANCH AND RAN OFF THE END OF THE RWY INTO ROUGH TERRAIN. A GO AROUND WAS NOT ATTEMPTED.

Probable Cause and Findings

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

Findings

Occurrence #1: OVERRUN
Phase of Operation: LANDING - ROLL

Findings

1. (C) GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
2. (F) OVERCONFIDENCE IN AIRCRAFT'S ABILITY - PILOT IN COMMAND
3. (F) LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
4. TERRAIN CONDITION - ROUGH/UNEVEN

Factual Information

Pilot Information

Certificate:	Private	Age:	35, 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 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	03/29/1984
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	86 hours (Total, all aircraft), 14 hours (Total, this make and model), 48 hours (Pilot In Command, all aircraft), 16 hours (Last 90 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	MOONEY	Registration:	N8121E
Model/Series:	M20A M20A	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	1392
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	Annual	Certified Max Gross Wt.:	2450 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	3000 Hours	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	O-360-A1A
Registered Owner:	TEXAS COMMERCIAL INS.AGENCY	Rated Power:	
Operator:	TEXAS COMMERCIAL INS.AGENCY	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	20 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	220°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	25° C / 5° C
Precipitation and Obscuration:			
Departure Point:	HUNTSVILLE, TX (T39)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1540 CST	Type of Airspace:	Class G

Airport Information

Airport:	LAGO VISTA (5R3)	Runway Surface Type:	Asphalt
Airport Elevation:	1230 ft	Runway Surface Condition:	Dry
Runway Used:	15	IFR Approach:	None
Runway Length/Width:	3800 ft	VFR Approach/Landing:	Traffic Pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	ARMOND V EDWARDS	Report Date:	
Additional Participating Persons:	RAYMOND MORANTES; SAN ANTONIO, TX		
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 pubinquiry@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).