



National Transportation Safety Board Aviation Accident Final Report

Location:	Mitchellville, MD	Accident Number:	MIA07CA115
Date & Time:	07/01/2007, 1730 EDT	Registration:	N321MD
Aircraft:	Mooney M20R	Aircraft Damage:	Substantial
Defining Event:		Injuries:	3 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The pilot stated that the airplane was on the glide path and approach speed was approximately 85 knots. Several minutes prior, the manifold pressure gauge became erratic and was unable to be used as an accurate indication. He pushed the manifold control full forward for the remainder of the approach. The landing touchdown was 1/3 down the runway and seemed to be a "tad fast". Halfway down the runway, he realized the engine wasn't going completely to idle. At about 2/3 down the runway, knowing that the airplane was too fast, he looked at the option of going around and ruled it out because of the slow speed and the height needed to clear the tree line. He attempted to slow the airplane by applying full brakes; however, was unable to slow down before running off the runway. The pilot stated to the NTSB investigator that there were no mechanical issues with the airplane and he should have initiated a go-around. The published length of runway 18/36 at the Freeway Airport, Mitchellville, Maryland, is 2,420 feet by 40 feet.

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 the proper touchdown point for landing and his failure to initiate a go-around when he realized the airplane would touchdown past the intended point.

Findings

Occurrence #1: OVERRUN

Phase of Operation: LANDING - ROLL

Findings

1. (C) PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
2. (C) GO-AROUND - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER

Phase of Operation: LANDING

Findings

3. TERRAIN CONDITION - BERM

Factual Information

Pilot Information

Certificate:	Private	Age:	29, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	
Instructor Rating(s):		Toxicology Performed:	
Medical Certification:	Class 3	Last Medical Exam:	05/01/2006
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	210 hours (Total, all aircraft), 150 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Manufacturer:	Mooney	Registration:	N321MD
Model/Series:	M20R	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	29-0470
Landing Gear Type:	Tricycle	Seats:	
Date/Type of Last Inspection:		Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Teledyne Continental
ELT:	Not installed	Engine Model/Series:	IO-550-G
Registered Owner:	Gregory S. Mudd	Rated Power:	
Operator:	Gregory S. Mudd	Air Carrier Operating Certificate:	None

Meteorological Information and Flight Plan

Observation Facility, Elevation:		Observation Time:	
Distance from Accident Site:		Condition of Light:	Day
Direction from Accident Site:		Conditions at Accident Site:	Visual Conditions
Lowest Cloud Condition:	Unknown	Temperature/Dew Point:	27° C / 24° C
Lowest Ceiling:	None	Visibility	10 Miles
Wind Speed/Gusts, Direction:	Light and Variable, Variable	Visibility (RVR):	
Altimeter Setting:	30.01 inches Hg	Visibility (RVV):	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Mitchellville, MD (W00)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	VFR
Departure Time:		Type of Airspace:	

Airport Information

Airport:	Freeway (W00)	Runway Surface Type:	Asphalt
Airport Elevation:		Runway Surface Condition:	Dry
Runway Used:	18	IFR Approach:	Visual
Runway Length/Width:		VFR Approach/Landing:	

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	2 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	
Total Injuries:	3 None		

Administrative Information

Investigator In Charge (IIC):	Jose Obregon	Adopted Date:	10/31/2007
Additional Participating Persons:			
Publish Date:			
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.		
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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