



National Transportation Safety Board Aviation Accident Data Summary

Location:	Mitchellville, MD	Accident Number:	MIA07CA115
Date & Time:	07/01/2007, 1730 EDT	Registration:	N321MD
Aircraft:	Mooney M20R	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

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

Pilot Information

Certificate:	Private	Age:	29
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	
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	Engines:	1 Reciprocating
Operator:	Gregory S. Mudd	Engine Manufacturer:	Teledyne Continental
Air Carrier Operating Certificate:	None	Engine Model/Series:	IO-550-G
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Observation Facility, Elevation:		Weather Information Source:	Weather Observation Facility
Conditions at Accident Site:	Visual Conditions	Lowest Ceiling:	None
Condition of Light:	Day	Wind Speed/Gusts, Direction:	Light and Variable, Variable
Temperature:	27° C / 24° C	Visibility:	10 Miles
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Mitchellville, MD (W00)	Destination:	

Airport Information

Airport:	Freeway (W00)	Runway Surface Type:	Asphalt
Runway Used:	18	Runway Surface Condition:	Dry
Runway Length/Width:			

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	Jose Obregon	Adopted Date:	10/31/2007
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/ .		

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.