



National Transportation Safety Board Aviation Accident Data Summary

Location:	Gaithersburg, MD	Accident Number:	ERA10CA155
Date & Time:	03/01/2010, 1715 EST	Registration:	N700ZR
Aircraft:	SOCATA TBM 700	Injuries:	1 None
Flight Conducted Under:	Part 91: General Aviation - Business		

Analysis

The pilot of the single-engine turboprop was on an instrument flight rules (IFR) flight and cancelled his IFR flight plan after being cleared for a visual approach to the destination airport. He flew a left traffic pattern for runway 32, a 4,202-foot-long, 75-foot-wide, asphalt runway. The pilot reported that the airplane crossed the runway threshold at 81 knots and touched down normally, with the stall warning horn sounding. The airplane subsequently drifted left and the pilot attempted to correct with right rudder input; however, the airplane continued to drift to the left side of the runway. The pilot then initiated a go-around and cognizant of risk of torque roll at low speeds did not apply full power. The airplane climbed to about 10 feet above the ground. At that time, the airplane was in a 20-degree left bank and the pilot applied full right aileron input to correct. The airplane then descended in a left turn, the pilot retarded the throttle, and braced for impact. A Federal Aviation Administration inspector reported that the airplane traveled about 100 feet off the left side of the runway, nosed down in mud, and came to rest in trees. Examination of the wreckage by the inspector did not reveal any preimpact mechanical malfunctions, nor did the pilot report any. The reported wind, about the time of the accident, was from 310 degrees at 10 knots, gusting to 15 knots.

Flight Events

Landing-flare/touchdown - Loss of control in flight
Landing-flare/touchdown - Runway excursion

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be:
The pilot's failure to maintain aircraft control while performing a go-around.

Findings

Aircraft-Aircraft oper/perf/capability-Performance/control parameters-Directional control-Not attained/maintained - C

Personnel issues-Task performance-Use of equip/info-Aircraft control-Pilot - C

Environmental issues-Conditions/weather/phenomena-Wind-Gusts-Response/compensation - F

Pilot Information

Certificate:	Airline Transport; Flight Instructor; Commercial	Age:	61
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	4215 hours (Total, all aircraft), 1240 hours (Total, this make and model), 4080 hours (Pilot In Command, all aircraft), 15 hours (Last 90 days, all aircraft), 6 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Manufacturer:	SOCATA	Registration:	N700ZR
Model/Series:	TBM 700	Engines:	1 Turbo Prop
Operator:	Michael Rosenberg	Engine Manufacturer:	P&W
Air Carrier Operating Certificate:	None	Engine Model/Series:	PT6A SER
Flight Conducted Under:	Part 91: General Aviation - Business		

Meteorological Information and Flight Plan

Observation Facility, Elevation:	GAI, 539 ft msl	Weather Information Source:	Weather Observation Facility
Conditions at Accident Site:	Visual Conditions	Lowest Ceiling:	Overcast / 4700 ft agl
Condition of Light:	Day	Wind Speed/Gusts, Direction:	10 knots/ 15 knots, 310°
Temperature:	6° C / -4° C	Visibility	10 Miles
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Chapel Hill, NC (IGX)	Destination:	Gaithersburg, MD (GAI)

Airport Information

Airport:	Montgomery Country Airpark (GAI)	Runway Surface Type:	Asphalt
Runway Used:	32	Runway Surface Condition:	Dry
Runway Length/Width:	4202 ft / 75 ft		

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

Administrative Information

Investigator In Charge (IIC):	Robert J Gretz	Adopted Date:	06/17/2010
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.		
Investigation Docket:	http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=75427		

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.