



National Transportation Safety Board Aviation Accident Data Summary

Location:	Durango, CO	Accident Number:	CEN13CA083
Date & Time:	12/02/2012, 1200 MST	Registration:	N562BG
Aircraft:	MOONEY AIRPLANE CO INC M20TN	Injuries:	1 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The airplane bounced twice during landing. The pilot said that after the second bounce, he added full throttle for a go-around and that the airplane began to drift to the left side of the runway centerline. Just as the airplane began to climb, the pilot retracted the landing gear and flaps, and the nose of the airplane immediately pitched up. The right wingtip struck the runway surface, and the airplane veered sharply to the right and impacted terrain on the right side of the runway. The impact resulted in the collapse of the landing gear and substantial damage to the engine mount, firewall, fuselage, and horizontal stabilizer. The pilot reported that there was no mechanical malfunction or failure and that he just failed to maintain control of the airplane during the landing.

Flight Events

Approach-VFR go-around - Loss of control in flight
Other - Dragged wing/rotor/float/other
Other - Collision with terr/obj (non-CFIT)
Other - Runway excursion
Post-impact - Landing gear collapse

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's improper recovery from a bounced landing, and his failure to maintain airplane control during the go-around maneuver.

Findings

Aircraft-Aircraft oper/perf/capability-Performance/control parameters-(general)-Incorrect use/operation - C
Personnel issues-Task performance-Use of equip/info-Aircraft control-Pilot - C

Pilot Information

Certificate:	Commercial	Age:	66
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	(Estimated) 1498 hours (Total, all aircraft), 108 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Manufacturer:	MOONEY AIRPLANE CO INC	Registration:	N562BG
Model/Series:	M20TN	Engines:	1 Reciprocating
Operator:	On file	Engine Manufacturer:	CONT MOTOR
Air Carrier Operating Certificate:	None	Engine Model/Series:	TSIO-550-G
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Observation Facility, Elevation:	KDRO, 6685 ft msl	Weather Information Source:	Weather Observation Facility
Conditions at Accident Site:	Visual Conditions	Lowest Ceiling:	None
Condition of Light:	Day	Wind Speed/Gusts, Direction:	8 knots, 140°
Temperature:	11°C / -4°C	Visibility:	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Durango, CO (00C)	Destination:	Durango, CO (00C)

Airport Information

Airport:	Animas Air Park (00C)	Runway Surface Type:	Asphalt
Runway Used:	19	Runway Surface Condition:	Dry
Runway Length/Width:	5010 ft / 50 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):	Thomas Latson	Adopted Date:	04/10/2013
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=85714		

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.