



Aviation Investigation Final Report

Location:	Rochester, New Hampshire	Accident Number:	GAA18CA511
Date & Time:	August 26, 2018, 14:15 Local	Registration:	N201BS
Aircraft:	Mooney M20J	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	3 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot-rated owner reported that he was allowing another pilot to build time in his airplane to qualify for the airplane's insurance. During the accident flight, the pilot occupied the left seat, and the owner occupied the right seat. During takeoff after a touch-and-go landing, the pilot rotated a bit early, and the airplane settled back onto the runway. He aborted the takeoff, applied heavy braking, and the airplane fishtailed and then veered left. The owner took the flight controls, but the airplane exited left of the runway and impacted a ditch.

The pilot reported that, during the familiarization flight to practice touch-and-go landings, on the second takeoff, he aborted the takeoff because he realized that he did not have enough runway available. He applied heavy braking, and the airplane veered left into a swamp.

The owner added that he was sitting in the right seat and that the right seat position does not have brakes. He believed that his "inexperience at controlling the airplane from the right seat" also contributed to the accident.

The airplane sustained substantial damage to the right wing.

The owner reported that there were no preaccident mechanical failures or malfunctions with the airplane that would have precluded normal operation.

Probable Cause and Findings

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

The pilot's failure to maintain directional control during takeoff.

Findings

Aircraft	Directional control - Not attained/maintained
Personnel issues	Aircraft control - Pilot
Personnel issues	Aircraft control - Owner/builder
Aircraft	Brake - Not installed/available
Environmental issues	Sloped/uneven terrain - Contributed to outcome

Factual Information

History of Flight

Takeoff	Miscellaneous/other
Takeoff-rejected takeoff	Loss of control on ground (Defining event)
Takeoff-rejected takeoff	Attempted remediation/recovery
Takeoff-rejected takeoff	Runway excursion
Landing	Collision with terr/obj (non-CFIT)

Pilot Information

Certificate:	Private	Age:	68, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Right
Other Aircraft Rating(s):	None	Restraint Used:	3-point
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	BasicMed	Last FAA Medical Exam:	June 8, 2017
Occupational Pilot:	No	Last Flight Review or Equivalent:	July 7, 2017
Flight Time:	(Estimated) 5000 hours (Total, all aircraft), 1049 hours (Total, this make and model), 125 hours (Last 90 days, all aircraft), 40 hours (Last 30 days, all aircraft), 1.5 hours (Last 24 hours, all aircraft)		

Pilot Information

Certificate:	Private	Age:	35, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	3-point
Instrument Rating(s):	None	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Without waivers/limitations	Last FAA Medical Exam:	May 3, 2016
Occupational Pilot:	No	Last Flight Review or Equivalent:	March 23, 2017
Flight Time:	(Estimated) 215 hours (Total, all aircraft), 10 hours (Total, this make and model), 87 hours (Pilot In Command, all aircraft), 10 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Mooney	Registration:	N201BS
Model/Series:	M20J No Series	Aircraft Category:	Airplane
Year of Manufacture:	1982	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	24-1306
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	June 7, 2018 Annual	Certified Max Gross Wt.:	2740 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	4989 Hrs as of last inspection	Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	IO-360-A386
Registered Owner:		Rated Power:	200 Horsepower
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KDAW, 323 ft msl	Distance from Accident Site:	1 Nautical Miles
Observation Time:	18:51 Local	Direction from Accident Site:	139°
Lowest Cloud Condition:	Clear	Visibility:	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	None / None
Wind Direction:	200°	Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	30.03 inches Hg	Temperature/Dew Point:	28°C / 17°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Rochester, NH (DAW)	Type of Flight Plan Filed:	None
Destination:	Rochester, NH (DAW)	Type of Clearance:	None
Departure Time:	14:05 Local	Type of Airspace:	Class G

Airport Information

Airport:	SKYHAVEN DAW	Runway Surface Type:	Asphalt
Airport Elevation:	322 ft msl	Runway Surface Condition:	Dry
Runway Used:	15	IFR Approach:	None
Runway Length/Width:	4201 ft / 75 ft	VFR Approach/Landing:	Touch and go;Traffic pattern

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	3 None	Latitude, Longitude:	43.284721,-70.93(est)

Administrative Information

Investigator In Charge (IIC):	Benhoff, Kathryn
Additional Participating Persons:	James Mills; FAA; South Portland, ME
Original Publish Date:	March 18, 2019
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=98163

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