



Aviation Investigation Final Report

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| Location: | Byron, California | Accident Number: | WPR24LA066 |
| Date & Time: | January 8, 2024, 12:20 Local | Registration: | N9338V |
| Aircraft: | Mooney M20E | Aircraft Damage: | Substantial |
| Defining Event: | Abnormal runway contact | Injuries: | 3 None |
| Flight Conducted Under: | Part 91: General aviation - Instructional | | |

Analysis

The flight instructor stated that the airplane landed hard, bounced, and the pilot receiving instruction initiated a go-around at a high pitch attitude. The airplane yawed left and settled to the runway. The airplane subsequently veered off the runway into a grass field, resulting in substantial damage to the left aileron. The flight instructor further stated that becoming slow, and the inadequate application of the rudder could have been contributing factors. Both pilots stated that there were no preaccident 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 improper landing flare, which resulted in a hard, bounced landing and runway excursion. Contributing to the accident was the flight instructor's delayed remedial action.

Findings

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| Personnel issues | Aircraft control - Student/instructed pilot |
| Personnel issues | Incorrect action performance - Student/instructed pilot |
| Aircraft | Landing flare - Not attained/maintained |
| Personnel issues | Delayed action - Instructor/check pilot |

Factual Information

History of Flight

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| Landing | Abnormal runway contact (Defining event) |
| Landing-aborted after touchdown | Attempted remediation/recovery |
| Landing | Runway excursion |

Pilot Information

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|----------------------------------|--|--|---------------|
| Certificate: | Private | Age: | 60,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: | |
| Medical Certification: | Class 2 With waivers/limitations | Last FAA Medical Exam: | July 22, 2022 |
| Occupational Pilot: | No | Last Flight Review or Equivalent: | June 21, 2023 |
| Flight Time: | 361.7 hours (Total, all aircraft), 8 hours (Total, this make and model), 296.2 hours (Pilot In Command, all aircraft), 14 hours (Last 90 days, all aircraft), 7.2 hours (Last 30 days, all aircraft) | | |

Flight instructor Information

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| Certificate: | Commercial; Flight instructor; Private | Age: | 61,Male |
| Airplane Rating(s): | Single-engine land; Multi-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): | Airplane single-engine | Toxicology Performed: | |
| Medical Certification: | Class 2 With waivers/limitations | Last FAA Medical Exam: | March 28, 2023 |
| Occupational Pilot: | Yes | Last Flight Review or Equivalent: | September 16, 2022 |
| Flight Time: | (Estimated) 4733 hours (Total, all aircraft), 10 hours (Total, this make and model), 4560 hours (Pilot In Command, all aircraft), 126 hours (Last 90 days, all aircraft), 48 hours (Last 30 days, all aircraft), 1.5 hours (Last 24 hours, all aircraft) | | |

Passenger Information

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| Certificate: | Age: | 53,Female |
| Airplane Rating(s): | Seat Occupied: | Rear |
| Other Aircraft Rating(s): | Restraint Used: | Lap only |
| Instrument Rating(s): | Second Pilot Present: | Yes |
| Instructor Rating(s): | Toxicology Performed: | |
| Medical Certification: | Last FAA Medical Exam: | |
| Occupational Pilot: | Last Flight Review or Equivalent: | |
| Flight Time: | | |

Aircraft and Owner/Operator Information

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|--------------------------------------|--------------------------------|---------------------------------------|-----------------|
| Aircraft Make: | Mooney | Registration: | N9338V |
| Model/Series: | M20E | Aircraft Category: | Airplane |
| Year of Manufacture: | 1969 | Amateur Built: | |
| Airworthiness Certificate: | Normal | Serial Number: | 700004 |
| Landing Gear Type: | Retractable - | Seats: | 4 |
| Date/Type of Last Inspection: | December 3, 2023 Annual | Certified Max Gross Wt.: | 2575 lbs |
| Time Since Last Inspection: | | Engines: | 1 Reciprocating |
| Airframe Total Time: | 5530.5 Hrs at time of accident | Engine Manufacturer: | LYCOMING |
| ELT: | Installed, not activated | Engine Model/Series: | IO-360 SER |
| Registered Owner: | On file | Rated Power: | 180 Horsepower |
| Operator: | On file | Operating Certificate(s) Held: | None |

Meteorological Information and Flight Plan

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|---|----------------------------------|---|-------------------|
| Conditions at Accident Site: | Visual (VMC) | Condition of Light: | Day |
| Observation Facility, Elevation: | KLVK,393 ft msl | Distance from Accident Site: | 12 Nautical Miles |
| Observation Time: | 11:53 Local | Direction from Accident Site: | 228° |
| Lowest Cloud Condition: | Clear | Visibility | 10 miles |
| Lowest Ceiling: | None | Visibility (RVR): | |
| Wind Speed/Gusts: | / | Turbulence Type Forecast/Actual: | / |
| Wind Direction: | | Turbulence Severity Forecast/Actual: | / |
| Altimeter Setting: | 30.34 inches Hg | Temperature/Dew Point: | 11°C / -1°C |
| Precipitation and Obscuration: | No Obscuration; No Precipitation | | |
| Departure Point: | San Carlos, CA (SQL) | Type of Flight Plan Filed: | None |
| Destination: | Byron, CA | Type of Clearance: | Traffic advisory |
| Departure Time: | 11:10 Local | Type of Airspace: | Class E |

Airport Information

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|-----------------------------|-------------------|----------------------------------|---------------------------|
| Airport: | Byron Airport C83 | Runway Surface Type: | Asphalt |
| Airport Elevation: | 78 ft msl | Runway Surface Condition: | Dry |
| Runway Used: | 30 | IFR Approach: | None |
| Runway Length/Width: | 4500 ft / 100 ft | VFR Approach/Landing: | Go around;Traffic pattern |

Wreckage and Impact Information

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|----------------------------|--------|-----------------------------|---------------------------|
| Crew Injuries: | 2 None | Aircraft Damage: | Substantial |
| Passenger Injuries: | 1 None | Aircraft Fire: | None |
| Ground Injuries: | | Aircraft Explosion: | None |
| Total Injuries: | 3 None | Latitude, Longitude: | 37.828444,-121.62583(est) |

Administrative Information

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| Investigator In Charge (IIC): | Nixon, Albert |
| Additional Participating Persons: | David Lowther; FAA; Oakland, CA |
| Original Publish Date: | July 25, 2024 |
| Last Revision Date: | |
| Investigation Class: | Class 4 |
| Note: | The NTSB did not travel to the scene of this accident. |
| Investigation Docket: | https://data.nts.gov/Docket?ProjectID=193627 |

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).