



Aviation Investigation Final Report

Location:	Frankston, Texas	Accident Number:	CEN23LA289
Date & Time:	July 8, 2023, 10:00 Local	Registration:	N8335E
Aircraft:	Mooney M20A	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

During landing, the airplane drifted right of the runway centerline. The pilot was unable to maintain directional control, and the airplane exited the runway and impacted a tree and a parked golfcart. The airplane sustained substantial damage to the right wing. The pilot reported that there were no preaccident mechanical malfunctions or failures that would have precluded normal operation. The pilot noted that he had limited function of his left leg and was unable to apply sufficient left rudder input to maintain directional control.

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 landing.

Findings

Aircraft	Directional control - Not attained/maintained
Personnel issues	Aircraft control - Pilot

Factual Information

History of Flight

Landing-landing roll	Loss of control on ground (Defining event)
Landing-landing roll	Runway excursion
Landing-landing roll	Collision with terr/obj (non-CFIT)

Pilot Information

Certificate:	Commercial	Age:	76, Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Lap only
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 3 Without waivers/limitations	Last FAA Medical Exam:	May 3, 2023
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	(Estimated) 5269 hours (Total, all aircraft), 1670 hours (Total, this make and model), 4005 hours (Pilot In Command, all aircraft), 20 hours (Last 90 days, all aircraft), 6 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Mooney	Registration:	N8335E
Model/Series:	M20A	Aircraft Category:	Airplane
Year of Manufacture:	1959	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	1513
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	December 11, 2022 Annual	Certified Max Gross Wt.:	2450 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	2633 Hrs at time of accident	Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	O-360-A1D
Registered Owner:	On file	Rated Power:	180 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:	KTYR, 551 ft msl	Distance from Accident Site:	16 Nautical Miles
Observation Time:	09:53 Local	Direction from Accident Site:	190°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	None / None
Wind Direction:	230°	Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	29.96 inches Hg	Temperature/Dew Point:	29°C / 23°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Lufkin, TX (LFK)	Type of Flight Plan Filed:	VFR
Destination:	Frankston, TX	Type of Clearance:	None
Departure Time:	09:15 Local	Type of Airspace:	Class E

Airport Information

Airport:	Aero Estates Airport T25	Runway Surface Type:	Grass/turf
Airport Elevation:	445 ft msl	Runway Surface Condition:	Dry
Runway Used:	27	IFR Approach:	None
Runway Length/Width:	3100 ft / 50 ft	VFR Approach/Landing:	Full stop

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
Total Injuries:	1 None	Latitude, Longitude:	32.081795,-95.453361(est)

Administrative Information

Investigator In Charge (IIC): Galbraith, Damian

Additional Participating Persons: Michael Lepore; FAA; TX

Original Publish Date: November 9, 2023

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=192572>

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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](#).