

Inspectors Statement

Aircraft Accident

Location: Lakeway, Texas (3R9)

Date: 02/15/2022

Aircraft Make: Mooney

Aircraft Model: M20K

Registration: N304MA

On February 12, 2023, at about 0950 central daylight time, N304MA, a Mooney M20K, impacted metal supported wood fence, a concrete structure and industrial generator, about 150 feet northeast from Lakeway Airpark (3R9) runway 16, due to an alleged loss of engine power in flight. The pilot was the sole occupant and sustained no injuries. VFR meteorological conditions prevailed at the time of the accident. The aircraft was owned by the pilot in-command, Mr. Sean David Jones.

Inspector Bonilla, with the San Antonio FSDO, received notification from the FAA ROC at approximately 1025 central daylight time. The pilot of the aircraft was also interviewed at that time, by telephone. He indicated that he had departed Kestrel Air Park, Texas (1T7) for Outlaw Field Airport, Tennessee (KCKV), when at about 7500 feet the aircraft stopped producing power and he noted low manifold pressure, which he felt was unusual for that aircraft with it being turbocharged and all. At this he decided to return to Kestrel (1T7) and turned around. However, as he descended, the engine got rougher and performance continued declining to which he decided to divert to Lakeway Airpark Airport (3R9). While in the traffic pattern, the engine quit and he tried to land on runway 16 at Lakeway Airpark but realized that he would not be able to make it onto the runway and in order to avoid striking houses he turned towards the gold course and ended up hitting a set of trees, while avoiding people that were on the course, and impacted a fence and concrete structure that was behind it. Mr. Jones indicated that prior to the incident, manifold pressure and temperatures were all good and he had refueled at Kestrel (1T7) prior to departure. He also indicated that he had just purchased the aircraft and during the pre-buy the aircraft had major engine and propeller work performed and he had flown it six (6) hours since with no issues. Sargent McCannon, with the local police department, whom was also on the call, indicated that the aircraft fuel tanks had been ruptured and the fire department was working on containing it.

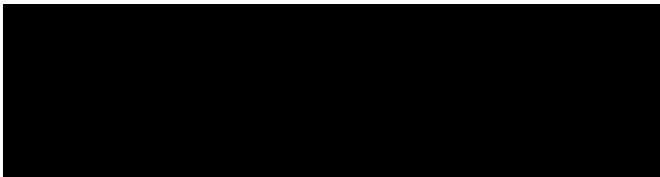
Inspectors from the San Antonio FSDO arrived at the accident site at approximately 1300 CST the following day. The scene was secured and preserved by local law enforcement.

The debris path, ground marks, and broken tree limbs indicated that the aircraft was traveling south at the time of impact. Broken limbs, that had leaves of the

same kind of those noted on the aircraft landing gear and underbelly, were noted on a tree that was approximately 400 feet north of where the aircraft came to final rest pointing in a Northwestern direction.

The left and right outboard wing sections were ripped off the aircraft and both mid and inboard sections of the left and right wings had large and deep lacerations from impact. The fuel cells were ruptured and there was a strong AV gas smell around the aircraft. The nose landing gear was partially collapsed. The left and right main landing gear had small tree brushes stuck on them, of the same kind of the tree noted with broken limbs about 400 feet from the aircraft. Both left and right main landing gear doors were crushed at the leading edge. Skid marks on the ground indicate that the aircraft turned left 180 degrees to its final resting after impact with the fence and concrete structure. Two of the three propeller blades were bent aft about mid-way from the root. The right and left upper engine cowl had scrapes and delamination. The pilot's windshield was shattered. The entire underbelly of the aircraft was covered in and had dripped oil from the engine compartment all the way back to the lower tail cone. It was also noted, that there were leaves, matching the aforementioned tree, stuck to the oil on the aircraft underbelly. The engine oil dipstick was checked and it indicated no oil presence.

Inspectors reviewed the aircraft records on February 14, 2023. Aircraft records indicated that the last annual inspection was performed on October 08, 2022 by Don Maxwell Aviation Services Inc. Engine records indicated that the aircraft's turbocharger was removed, overhauled (by Main Turbo Systems Inc. CRS# MAMR190K ON January 30, 2023), and reinstalled with leak and operational checks performed satisfactory (by KNK Aviation) on February 10, 2023. Propeller log showed a propeller overhaul date of February 9, 2023 (by San Antonio Propeller CRS# DM2R773K). Fuel receipt, from Aloha Aviation in Kestrel dated February 12, 2023, for the amount of [REDACTED] was provided by the pilot.



INSPECTOR STATEMENT

Aircraft Accident
Location: Lakeway, TX (3R9)
Date: 02/12/2023
Time: 1025 local time
Aircraft: N304MA / M20K

On 2/13/2023

I accompanied PAI Daniel Bonilla to Lakeway, TX to perform an on-site investigation for this accident.

The pilot reported that a short time into flight, he lost oil pressure and began losing power and decided to divert. He attempted to land at Lakeway Airpark (3R9), but could not make it and decided to attempt to land on the golf course next to the Airpark. While trying to put the aircraft on the ground, the pilot noticed some golfers on his left hand side on the golf course and attempted to land further to the right than what he initially anticipated to avoid people. He clipped some cedar/pine trees on descent and landed on a golf course next to the Airpark on one of the golf course fairways. He could not stop the aircraft before impacting the golf course power system. The aircraft went through a wooden fence, three metal poles, and finally came to rest against a very large generator. Pieces of the wings came off and impacts against the metal poles in the wings next to the fuselage can still be seen. The front end of the aircraft has also taken several severe impacts and the propeller blades are bent in multiple places. The pilot window is also broken out. The pilot was not injured.

Upon review of the aircraft, Avgas could be smelled in the area very strongly and we noticed that there was a line of oil on the ground underneath the aircraft from nose to tail. Further investigation identified oil coming from the left lower portion of the engine and spread out the length of the aircraft on the aircraft underside/belly skin. This appears to be from while in flight, and is substantiated by pieces of the tree (cedar/pine) the pilot contacted while landing, stuck to the oil. There was no oil in the engine when checked by us using the engine dipstick. At this time, loss of oil is the main suspected cause of accident.

On 2/14/2023

We met up with pilot and reviewed the aircraft maintenance logs. Last maintenance was completed on aircraft N304MA on 2/10/2023. The turbocharger was overhauled and some engine work was accomplished. The aircraft had approximately six (6) hours of flight since last maintenance.


Jason L Pruitt
ASI / SW-FSDO-17



Michael J. Hodges
Aviation Accident Investigator / Investigator-In-Charge
Office of Aviation Safety, Central Regional Office

Date: February 14, 2023

Subject: CEN23LA107

The NTSB investigator-in-charge spoke with Richard Ball on the telephone. Richard is the manager of Lone Star Retrieval. Lone Star Retrieval recovered the wreckage of N304MA from the accident site.

Richard reported that the left wing and the right wing fuel tanks were both breached from the impact sequence. A small amount of fuel was found in each damaged wing fuel tank. The airplane was not equipped with an auxiliary fuel tank or a header fuel tank.

Nothing Follows



Michael J. Hodges
Aviation Accident Investigator / Investigator-In-Charge
Office of Aviation Safety, Central Regional Office

Date: April 3, 2024

Subject: CEN23LA107

The NTSB investigator-in-charge spoke with Joe Gabe on the telephone. Joe is a flight instructor who works with brokers to provide training for pilots who are purchasing airplanes. Joe provided training for Sean Jones in N304MA.

Joe reported that he flew with Sean Jones in N304MA for a few hours, per his logbook. Joe doesn't really remember Sean Jones or N304MA, as he flies with a lot of different pilots and different airplanes every year. He does not recall having any concerns with Sean Jones or N304MA.

Nothing Follows