



Aviation Investigation Final Report

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|--------------------------------|--------------------------------------|-------------------------|-------------|
| Location: | STOW, Massachusetts | Accident Number: | BF092LA148 |
| Date & Time: | September 25, 1992, 20:30 Local | Registration: | N1338W |
| Aircraft: | MOONEY M20E | Aircraft Damage: | Substantial |
| Defining Event: | | Injuries: | 1 None |
| Flight Conducted Under: | Part 91: General aviation - Personal | | |

Analysis

THE PILOT WAS PRACTICING LANDINGS AT NIGHT FOR CURRENCY. HE STATED THAT HE ELECTED TO LAND WITH THE LANDING LIGHT OFF, AND THE AIRPLANE TOUCHED DOWN LEFT OF THE RUNWAY CENTERLINE. THE LEFT LANDING GEAR WAS OFF THE RUNWAY, CAUSING THE AIRPLANE TO VEER LEFT. THE LEFT WING HIT BUSH(ES) AND DIRECTIONAL CONTROL WAS LOST. THE AIRPLANE CONTINUED ONTO ROUGH TERRAIN AND CAME TO REST WITH SUBSTANTIAL DAMAGED. THE PILOT REPORTED THERE WAS A LACK OF RUNWAY LIGHTING ON THE LEFT SIDE OF THE RUNWAY.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: FAILURE OF THE PILOT TO ATTAIN PROPER RUNWAY ALIGNMENT DURING LANDING. FACTORS RELATED TO THE ACCIDENT WERE DARKNESS, A LACK OF RUNWAY LIGHTING ON THE LEFT SIDE OF THE RUNWAY, AND THE PILOT'S LACK OF VISUAL QUES.

Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

1. (C) PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
2. (C) PROPER ALIGNMENT - NOT ATTAINED - PILOT IN COMMAND

3. (F) LIGHT CONDITION - DARK NIGHT
 4. (F) AIRPORT FACILITIES, RUNWAY EDGE LIGHTS - NOT OPERATING
 5. (F) LANDING LIGHTS - NOT USED - PILOT IN COMMAND
 6. (F) VISUAL/AURAL DETECTION - PILOT IN COMMAND
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Occurrence #2: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: LANDING

Findings

7. OBJECT - TREE(S)

Factual Information

Pilot Information

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| Certificate: | Airline transport; Flight instructor | Age: | 40, Male |
| Airplane Rating(s): | Single-engine land; Single-engine sea; Multi-engine land | Seat Occupied: | Left |
| Other Aircraft Rating(s): | Glider | Restraint Used: | |
| Instrument Rating(s): | Airplane | Second Pilot Present: | No |
| Instructor Rating(s): | Airplane multi-engine; Airplane single-engine; Glider | Toxicology Performed: | No |
| Medical Certification: | Class 2 Valid Medical-w/ waivers/lim | Last FAA Medical Exam: | October 8, 1992 |
| Occupational Pilot: | UNK | Last Flight Review or Equivalent: | |
| Flight Time: | 2140 hours (Total, all aircraft), 700 hours (Total, this make and model), 2060 hours (Pilot In Command, all aircraft), 46 hours (Last 90 days, all aircraft), 10 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft) | | |

Aircraft and Owner/Operator Information

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|--------------------------------------|--|---------------------------------------|-----------------|
| Aircraft Make: | MOONEY | Registration: | N1338W |
| Model/Series: | M20E M20E | Aircraft Category: | Airplane |
| Year of Manufacture: | | Amateur Built: | |
| Airworthiness Certificate: | Normal | Serial Number: | 226 |
| Landing Gear Type: | Retractable - Tricycle | Seats: | 4 |
| Date/Type of Last Inspection: | August 7, 1992 Annual | Certified Max Gross Wt.: | 2575 lbs |
| Time Since Last Inspection: | 8 Hrs | Engines: | 1 Reciprocating |
| Airframe Total Time: | 3490 Hrs | Engine Manufacturer: | LYCOMING |
| ELT: | Installed, activated, did not aid in locating accident | Engine Model/Series: | IO-360-A1A |
| Registered Owner: | PAUL M. KINZELMAN | Rated Power: | 200 Horsepower |
| Operator: | PAUL M. KINZELMAN | Operating Certificate(s) Held: | None |
| Operator Does Business As: | | Operator Designator Code: | |

Meteorological Information and Flight Plan

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|---|----------------------------------|---|-------------------|
| Conditions at Accident Site: | Visual (VMC) | Condition of Light: | Night/dark |
| Observation Facility, Elevation: | BED ,133 ft msl | Distance from Accident Site: | 10 Nautical Miles |
| Observation Time: | 18:45 Local | Direction from Accident Site: | 80° |
| Lowest Cloud Condition: | Clear | Visibility | 50 miles |
| Lowest Ceiling: | None | Visibility (RVR): | |
| Wind Speed/Gusts: | / | Turbulence Type Forecast/Actual: | / |
| Wind Direction: | 0° | Turbulence Severity Forecast/Actual: | / |
| Altimeter Setting: | 30 inches Hg | Temperature/Dew Point: | 6°C / 1°C |
| Precipitation and Obscuration: | No Obscuration; No Precipitation | | |
| Departure Point: | | Type of Flight Plan Filed: | None |
| Destination: | | Type of Clearance: | None |
| Departure Time: | 20:20 Local | Type of Airspace: | Class E |

Airport Information

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|-----------------------------|-----------------|----------------------------------|-----------|
| Airport: | MINUTEMAN 6B6 | Runway Surface Type: | Asphalt |
| Airport Elevation: | 273 ft msl | Runway Surface Condition: | Dry |
| Runway Used: | 3 | IFR Approach: | None |
| Runway Length/Width: | 2800 ft / 50 ft | VFR Approach/Landing: | Full stop |

Wreckage and Impact Information

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|----------------------------|--------|-----------------------------|-------------|
| Crew Injuries: | 1 None | Aircraft Damage: | Substantial |
| Passenger Injuries: | | Aircraft Fire: | None |
| Ground Injuries: | N/A | Aircraft Explosion: | None |
| Total Injuries: | 1 None | Latitude, Longitude: | |

Administrative Information

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| Investigator In Charge (IIC): | Guzzetti, Jeffrey |
| Additional Participating Persons: | JOHN GAGLIARDI; BEDFORD , MA |
| Original Publish Date: | September 28, 1993 |
| Last Revision Date: | |
| Investigation Class: | Class |
| Note: | |
| Investigation Docket: | https://data.ntsb.gov/Docket?ProjectID=11855 |

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