



Aviation Investigation Final Report

Location:	KALAMAZOO, Michigan	Accident Number:	CHI87LA062
Date & Time:	January 9, 1987, 19:30 Local	Registration:	N5632H
Aircraft:	MOONEY M20J	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

AFTER REQUESTING CLEARANCE TO KALAMAZOO COUNTY AIRPORT (AZO) DUE TO ICING PROBLEMS, THE PLT WAS GIVEN RADAR VECTORS TO THE ILS RUNWAY 35 APPROACH. FOUR MINUTES LATER THE PLT STATED THAT IT WAS 'PROBABLY GOING TO BE A DEAD STICK LANDING.' WHEN ASKED WHAT HE MEANT, THE PLT STATED HE WAS OUT OF POWER. AT THAT TIME, THE ACFT WAS ABOUT FIVE MILES FROM AZO AND IT CRASHED APPROXIMATELY 1/2 MILE SOUTHEAST OF AZO. FOLLOWING THE ACCIDENT, A DIFFERENT PROP WAS INSTALLED ON THE ENG AND IT RAN SMOOTHLY. OPERATION OF THE ALTERNATE AIR DOOR WAS CHECKED AND NO DEFECTS WERE NOTED.

Probable Cause and Findings

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

Findings

Occurrence #1: IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation: CRUISE - NORMAL

Findings

1. (F) WEATHER CONDITION - ICING CONDITIONS
2. (C) FLIGHT INTO KNOWN ADVERSE WEATHER - CONTINUED - PILOT IN COMMAND
3. COMMUNICATIONS - INADEQUATE - PILOT IN COMMAND

Occurrence #2: LOSS OF ENGINE POWER(PARTIAL) - NONMECHANICAL
Phase of Operation: DESCENT

Findings

4. (C) ENGINE ASSEMBLY - UNDETERMINED
5. PRECAUTIONARY LANDING - ATTEMPTED - PILOT IN COMMAND
6. PROPER DESCENT RATE - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #3: FORCED LANDING
Phase of Operation: DESCENT - EMERGENCY

Occurrence #4: UNDERSHOOT
Phase of Operation: LANDING

Factual Information

Pilot Information

Certificate:	Commercial	Age:	46, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Unknown
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	April 15, 1986
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	9000 hours (Total, all aircraft), 2000 hours (Total, this make and model), 9000 hours (Pilot In Command, all aircraft), 135 hours (Last 90 days, all aircraft), 6 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	MOONEY	Registration:	N5632H
Model/Series:	M20J M20J	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	24-1368
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	March 21, 1986 100 hour	Certified Max Gross Wt.:	2740 lbs
Time Since Last Inspection:	517 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	2255 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	IO-360-A1B6D
Registered Owner:	WAYMON L. HARRIS	Rated Power:	200 Horsepower
Operator:		Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument (IMC)	Condition of Light:	Night/dark
Observation Facility, Elevation:	AZO ,874 ft msl	Distance from Accident Site:	1 Nautical Miles
Observation Time:	19:23 Local	Direction from Accident Site:	135°
Lowest Cloud Condition:	Unknown	Visibility	1 miles
Lowest Ceiling:	500 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	9 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	9°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	-2°C / -3°C
Precipitation and Obscuration:	Light - None - Snow		
Departure Point:	ROCHESTER , NY (ROC)	Type of Flight Plan Filed:	IFR
Destination:	SOUTH BEND , IN (5BN)	Type of Clearance:	IFR
Departure Time:	18:30 Local	Type of Airspace:	Class G

Airport Information

Airport:	KALAMAZOO COUNTY AZO	Runway Surface Type:	Asphalt
Airport Elevation:	874 ft msl	Runway Surface Condition:	
Runway Used:	35	IFR Approach:	ILS
Runway Length/Width:	6499 ft / 150 ft	VFR Approach/Landing:	Forced landing;Straight-in

Wreckage and Impact Information

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:	42.260028,-85.620506(est)

Administrative Information

Investigator In Charge (IIC): Carmien, Amy

Additional Participating Persons:

Original Publish Date: July 5, 1988

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=13717>

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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](#).