



# Aviation Investigation Final Report

<b>Location:</b>	LA PORTE, Indiana	<b>Accident Number:</b>	CHI88LA054
<b>Date &amp; Time:</b>	January 27, 1988, 17:00 Local	<b>Registration:</b>	N6072X
<b>Aircraft:</b>	MOONEY M20A	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 Minor
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

THE AIRCRAFT EXPERIENCED A COMPLETE POWER FAILURE AND WHILE THE PILOT WAS ATTEMPTING TO MAKE AN EMERGENCY LANDING RAN THROUGH A FENCE AND BETWEEN TWO TREES SUBSTANTIALLY DAMAGING THE AIRCRAFT. THE PILOT SUSTAINED MINOR INJURIES. POST ACC INVEST REVEALED A FAILED CYLINDER. FAA CONDUCTED AN ENG TEARDOWN AND INDICATED IN THEIR REPORT THAT THE TORQUE VALUES ON THE CYLINDERS WAS BELOW MANUFACTURERS VALUES FOR THE INSTALLATION OF CYLINDERS.

## Probable Cause and Findings

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

### Findings

Occurrence #1: LOSS OF ENGINE POWER

Phase of Operation: CRUISE - NORMAL

#### Findings

1. (F) MAINTENANCE,INSTALLATION - IMPROPER - OTHER MAINTENANCE PERSONNEL
2. (C) ENGINE ASSEMBLY,CYLINDER - FAILURE,TOTAL

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Occurrence #2: FORCED LANDING

Phase of Operation: DESCENT - EMERGENCY

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Occurrence #3: ON GROUND/WATER COLLISION WITH OBJECT

Phase of Operation: LANDING - ROLL

Findings

3. (F) OBJECT - FENCE

4. (F) OBJECT - TREE(S)

## Factual Information

### Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	56, Male
<b>Airplane Rating(s):</b>	Single-engine land; Single-engine sea; Multi-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 Valid Medical--w/ waivers/lim	<b>Last FAA Medical Exam:</b>	August 26, 1987
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	3505 hours (Total, all aircraft), 65 hours (Total, this make and model), 3505 hours (Pilot In Command, all aircraft), 27 hours (Last 90 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	MOONEY	<b>Registration:</b>	N6072X
<b>Model/Series:</b>	M20A M20A	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	1668
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	August 1, 1987 Annual	<b>Certified Max Gross Wt.:</b>	2450 lbs
<b>Time Since Last Inspection:</b>	79 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	3306 Hrs	<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Installed, activated, did not aid in locating accident	<b>Engine Model/Series:</b>	O-360-A1A
<b>Registered Owner:</b>	DAVAIR,INC	<b>Rated Power:</b>	180 Horsepower
<b>Operator:</b>	DAVAIR, INC.	<b>Operating Certificate(s) Held:</b>	None
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Dusk
<b>Observation Facility, Elevation:</b>	GYG ,591 ft msl	<b>Distance from Accident Site:</b>	35 Nautical Miles
<b>Observation Time:</b>	16:46 Local	<b>Direction from Accident Site:</b>	90°
<b>Lowest Cloud Condition:</b>	Scattered / 8000 ft AGL	<b>Visibility</b>	6 miles
<b>Lowest Ceiling:</b>	Broken / 20000 ft AGL	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	14 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	240°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30 inches Hg	<b>Temperature/Dew Point:</b>	-9°C
<b>Precipitation and Obscuration:</b>	N/A - None - Smoke		
<b>Departure Point:</b>	KALAMAZOO , MI (AZO )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	CHICAGO , IL (3HW )	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	16:15 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>		<b>Runway Surface Type:</b>	Grass/turf
<b>Airport Elevation:</b>		<b>Runway Surface Condition:</b>	Snow
<b>Runway Used:</b>	0	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>		<b>VFR Approach/Landing:</b>	None

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Minor	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 Minor	<b>Latitude, Longitude:</b>	41.599765,-86.710746(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Wilson, S
<b>Additional Participating Persons:</b>	DEL HEITER; SOUTH BEND , IN
<b>Original Publish Date:</b>	March 30, 1989
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	
<b>Investigation Docket:</b>	<a href="https://data.ntsb.gov/Docket?ProjectID=14038">https://data.ntsb.gov/Docket?ProjectID=14038</a>

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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](#).