



# Aviation Investigation Final Report

<b>Location:</b>	MIAMI, Oklahoma	<b>Accident Number:</b>	FTW95LA092
<b>Date &amp; Time:</b>	January 14, 1995, 12:20 Local	<b>Registration:</b>	N4024N
<b>Aircraft:</b>	MOONEY M20F	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 Serious
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

THE PILOT'S ATTENTION WAS DIVERTED TO A PROBLEM WITH RAISING THE GEAR LEVER. THE PASSENGER SIDE SEATBELT BUCKLE WAS BLOCKING THE GEAR LEVER PREVENTING THE GEAR FROM LOCKING UP. WHILE THE PILOT WAS TRYING TO MOVE THE SEATBELT BUCKLE, THE AIRPLANE COLLIDED WITH THE TERRAIN. THE PILOT HAD JUST PURCHASED THE AIRPLANE AND REPORTED 1 HOUR IN MAKE/MODEL.

## 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 CONTROL OF THE AIRPLANE DURING TAKEOFF DUE TO HIS ATTENTION BEING DIVERTED. FACTORS WERE THE PASSENGER'S SEAT BELT BUCKLE BLOCKING THE GEAR UP LATCHING MECHANISM, AND HIS LACK OF FAMILIARITY WITH THE AIRPLANE.

## Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT  
Phase of Operation: TAKEOFF - INITIAL CLIMB

### Findings

1. (C) AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. (C) DIVERTED ATTENTION - PILOT IN COMMAND
3. (F) CONTROL INTERFERENCE - ENCOUNTERED - PILOT IN COMMAND
4. (F) LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND

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Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: TAKEOFF - INITIAL CLIMB

## Factual Information

On January 14, 1995, at 1220 central standard time, a Mooney M20F, N4024N, was substantially damaged during takeoff near Miami, Oklahoma. The private pilot was seriously injured. Visual meteorological conditions prevailed for the cross county flight.

The pilot/operator report stated the following information. The pilot had just purchased the airplane and was going to fly it back to California. "While taking off - passenger side seatbelt buckle was jammed under gear lever which prevented gear from locking up - while trying to clear buckle from gear lever aircraft struck the ground."

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	62, Male
<b>Airplane Rating(s):</b>	Single-engine land; Multi-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	January 5, 1993
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	4000 hours (Total, all aircraft), 1 hours (Total, this make and model), 6 hours (Last 90 days, all aircraft), 2 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	MOONEY	<b>Registration:</b>	N4024N
<b>Model/Series:</b>	M20F M20F	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	680-160
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	Annual	<b>Certified Max Gross Wt.:</b>	2740 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>		<b>Engine Model/Series:</b>	IO-360-A1A
<b>Registered Owner:</b>	SIMMONS, SAMUEL P.	<b>Rated Power:</b>	200 Horsepower
<b>Operator:</b>		<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>	Day
<b>Observation Facility, Elevation:</b>	JLN ,981 ft msl	<b>Distance from Accident Site:</b>	20 Nautical Miles
<b>Observation Time:</b>	12:50 Local	<b>Direction from Accident Site:</b>	50°
<b>Lowest Cloud Condition:</b>	Scattered / 1200 ft AGL	<b>Visibility</b>	12 miles
<b>Lowest Ceiling:</b>	Broken / 15000 ft AGL	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	10 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	35°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	29 inches Hg	<b>Temperature/Dew Point:</b>	3°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	(MIO )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	ALBUQUERQUE , NM (ABQ )	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	12:20 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	MIAMI MUNI MIO	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	808 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	17	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	5613 ft / 100 ft	<b>VFR Approach/Landing:</b>	None

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Serious	<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 Serious	<b>Latitude, Longitude:</b>	36.879585,-94.870529(est)

## Administrative Information

**Investigator In Charge (IIC):** Struhsaker, James  
**Additional Participating Persons:** NORBERT J NESTER; OKLAHOMA , OK

**Original Publish Date:** August 23, 1995

**Last Revision Date:**

**Investigation Class:** [Class](#)

**Note:**

**Investigation Docket:** <https://data.nts.gov/Docket?ProjectID=19338>

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