



Aviation Investigation Final Report

Location:	LIVINGSTON, Texas	Accident Number:	FTW87LA207
Date & Time:	September 3, 1987, 10:58 Local	Registration:	N894B
Aircraft:	MOONEY M20	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

DRG A PRACTICE TOUCH-&GO LNDG, THE ACFT BOUNCED. THE PLT APPLIED POWER TO ABORT THE LNDG, BUT LOST DIRECTIONAL CONTROL OF THE ACFT. IT DRIFTED LEFT TOWARD TREES, SO HE INITIATED A CLIMB TO FLY OVER THE OBSTRUCTIONS. HOWEVER, THE ACFT STALLED & COLLIDED WITH THE GROUND AFTER CROSSING OVER THE TREES.

Probable Cause and Findings

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

Findings

Occurrence #1: HARD LANDING
Phase of Operation: LANDING - FLARE/TOUCHDOWN

- Findings
1. (F) FLARE - IMPROPER - PILOT IN COMMAND
 2. RECOVERY FROM BOUNCED LANDING - PERFORMED
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Occurrence #2: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: LANDING - ABORTED

- Findings
3. GO-AROUND - INITIATED

4. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
5. (F) OBJECT - TREE(S)
6. PULL-UP - PERFORMED
7. (C) AIRSPEED(VS) - NOT MAINTAINED - PILOT IN COMMAND
8. (C) STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: LANDING - ABORTED

Findings

9. TERRAIN CONDITION - GROUND

Factual Information

Pilot Information

Certificate:	Private	Age:	38, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	December 22, 1986
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	136 hours (Total, all aircraft), 2 hours (Total, this make and model), 1 hours (Last 90 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	MOONEY	Registration:	N894B
Model/Series:	M20 M20	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	1057
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	August 27, 1987 Annual	Certified Max Gross Wt.:	2450 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	2398 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Not installed	Engine Model/Series:	O-360-A1D
Registered Owner:	RONALD RAY THOMAS	Rated Power:	180 Horsepower
Operator:		Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	7 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:	30°C / 13°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	12:30 Local	Type of Airspace:	Airport advisory area

Airport Information

Airport:	LIVINGSTON MUN OOR	Runway Surface Type:	Concrete
Airport Elevation:	151 ft msl	Runway Surface Condition:	Dry
Runway Used:	30	IFR Approach:	None
Runway Length/Width:	3425 ft / 60 ft	VFR Approach/Landing:	Touch and go

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor	Latitude, Longitude:	30.70075,-94.930061 (est)

Administrative Information

Investigator In Charge (IIC):	Wilson, Ralph
Additional Participating Persons:	RON RICE; HOUSTON , TX
Original Publish Date:	August 2, 1988
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=22424

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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](#).