



# Aviation Investigation Final Report

<b>Location:</b>	LULING, Texas	<b>Accident Number:</b>	FTW90LA128
<b>Date &amp; Time:</b>	June 29, 1990, 11:20 Local	<b>Registration:</b>	N9376V
<b>Aircraft:</b>	MOONEY M-20E	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

FIELD ELEVATION WAS 550 FEET, AND DENSITY ALTITUDE WAS 2,500 FEET. THE PILOT STALLED HIS AIRPLANE ON FINAL APPROACH TO HIS PRIVATE AIRSTRIP, WAS UNABLE TO RECOVER AND HIT A TREE AND THEN THE GROUND.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: LOSS OF CONTROL IN-FLIGHT DUE TO THE PILOT'S FAILURE TO MAINTAIN ADEQUATE AIRSPEED. FACTORS WOULD BE THE HIGH DENSITY ALTITUDE AND THE TREE THAT HE HIT.

## Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT  
Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

- Findings
1. (F) WEATHER CONDITION - HIGH DENSITY ALTITUDE
  2. (C) AIRSPEED - INADEQUATE - PILOT IN COMMAND
  3. (F) STALL/MUSH - INADVERTENT - PILOT IN COMMAND
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Occurrence #2: IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation: DESCENT - UNCONTROLLED

Findings

4. (F) OBJECT - TREE(S)

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Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: DESCENT - UNCONTROLLED

## Factual Information

### Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	57, 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>	Airplane	<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--w/ waivers/lim	<b>Last FAA Medical Exam:</b>	April 23, 1990
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	801 hours (Total, all aircraft), 15 hours (Total, this make and model), 630 hours (Pilot In Command, all aircraft), 12 hours (Last 90 days, all aircraft), 12 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	MOONEY	<b>Registration:</b>	N9376V
<b>Model/Series:</b>	M-20E M-20E	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	700014
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	May 16, 1990 Annual	<b>Certified Max Gross Wt.:</b>	2575 lbs
<b>Time Since Last Inspection:</b>	17 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	3760 Hrs	<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>		<b>Engine Model/Series:</b>	IO-360-A1A
<b>Registered Owner:</b>	ROBERT B./BETTY J. SUTHERLAND	<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>		<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>		<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	Scattered / 2500 ft AGL	<b>Visibility</b>	25 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	10 knots / 15 knots	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	220°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30 inches Hg	<b>Temperature/Dew Point:</b>	33°C / 20°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>		<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>		<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	11:00 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>		<b>Runway Surface Type:</b>	Grass/turf
<b>Airport Elevation:</b>	550 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	14	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	1400 ft / 35 ft	<b>VFR Approach/Landing:</b>	Full stop;Straight-in

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<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 None	<b>Latitude, Longitude:</b>	29.679645,-97.640258(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Roth, Eugene
<b>Additional Participating Persons:</b>	WILLIAM C MCGEE; SAN ANTONIO , TX
<b>Original Publish Date:</b>	September 15, 1992
<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=23147">https://data.ntsb.gov/Docket?ProjectID=23147</a>

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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