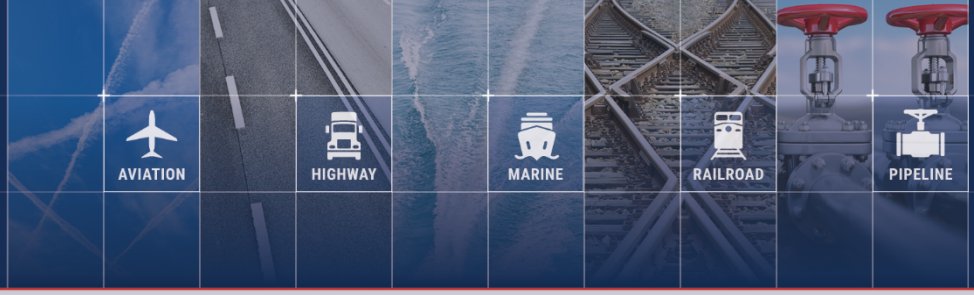

Aviation Investigation Final Report

Location:	KING CITY, California	**Accident Number:**	LAX93LA314
Date & Time:	August 6, 1993, 14:15 Local	**Registration:**	N1153K
Aircraft:	MOONEY M20J	**Aircraft Damage:**	Substantial
Defining Event:		**Injuries:**	3 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

According to the pilot, the ground loop was induced when the right seat passenger accidentally pressed on the left rudder pedal as the aircraft neared lift off airspeed during the takeoff. The pilot reported that the aircraft yawed 45 degrees to the left when the passenger stepped on the left rudder pedal, and, he could not regain control of the aircraft prior to the ground loop.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the pilot's loss of directional control during the takeoff ground roll due to the inadvertent interference with the controls by a passenger.

Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: TAKEOFF - ROLL/RUN

Findings
1. (C) CONTROL INTERFERENCE - INADVERTENT - PASSENGER
2. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: TAKEOFF - ROLL/RUN

Factual Information

On August 6, 1993, at 1415 hours Pacific daylight time, a Mooney M20J, N1153K, sustained substantial damage during a ground loop following a loss of directional control on takeoff at the King City, California, airport. Visual meteorological conditions prevailed at the time and no flight plan was filed for the operation. The certificated private pilot and his two passengers were not injured. The flight was originating at the time of the mishap as a personal cross country flight to San Jose, California.

According to the pilot, the ground loop was induced when the right seat passenger accidentally pressed on the left rudder pedal as the aircraft neared lift off airspeed during the takeoff. The pilot reported that the aircraft yawed 45 degrees to the left when the passenger stepped on the left rudder pedal, and, he could not regain control of the aircraft prior to the ground loop.

Pilot Information

Certificate:	Private	**Age:**	51,Male
Airplane Rating(s):	Single-engine land	**Seat Occupied:**	Left
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 3 Valid Medical--w/ waivers/lim	**Last FAA Medical Exam:**	December 17, 1991
Occupational Pilot:	UNK	**Last Flight Review or Equivalent:**	
Flight Time:	920 hours (Total, all aircraft), 805 hours (Total, this make and model), 771 hours (Pilot In Command, all aircraft), 37 hours (Last 90 days, all aircraft), 18 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	MOONEY	**Registration:**	N1153K
Model/Series:	M20J M20J	**Aircraft Category:**	Airplane
Year of Manufacture:		**Amateur Built:**	
Airworthiness Certificate:	Normal	**Serial Number:**	24-1239
Landing Gear Type:	Retractable - Tricycle	**Seats:**	4
Date/Type of Last Inspection:	November 10, 1992 Annual	**Certified Max Gross Wt.:**	2740 lbs
Time Since Last Inspection:		**Engines:**	1 Reciprocating
Airframe Total Time:		**Engine Manufacturer:**	LYCOMING
ELT:	Installed, not activated	**Engine Model/Series:**	IO-360-A3B6D
Registered Owner:	G. M. UNRUH & K. FLECHSIG	**Rated Power:**	200 Horsepower
Operator:	GUNTER M. UNRUH	**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**	30 miles
Lowest Ceiling:	None	**Visibility (RVR):**	
Wind Speed/Gusts:	11 knots /	**Turbulence Type Forecast/Actual:**	/
Wind Direction:	290°	**Turbulence Severity Forecast/Actual:**	/
Altimeter Setting:	29 inches Hg	**Temperature/Dew Point:**	21°C / 14°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	(KIC)	**Type of Flight Plan Filed:**	None
Destination:	SAN JOSE , CA (SJC)	**Type of Clearance:**	None
Departure Time:	14:15 Local	**Type of Airspace:**	Class G

Airport Information

Airport:	KING CITY KIC	**Runway Surface Type:**	Asphalt
Airport Elevation:	370 ft msl	**Runway Surface Condition:**	Dry
Runway Used:	29	**IFR Approach:**	
Runway Length/Width:	4485 ft / 100 ft	**VFR Approach/Landing:**	None

Wreckage and Impact Information

Crew Injuries:	1 None	**Aircraft Damage:**	Substantial
Passenger Injuries:	2 None	**Aircraft Fire:**	None
Ground Injuries:	N/A	**Aircraft Explosion:**	None
Total Injuries:	3 None	**Latitude, Longitude:**	36.199665,-120.939399(est)

Administrative Information

Investigator In Charge (IIC):	Rich, Jeff
Additional Participating Persons:	JIM TORRO; SAN JOSE , CA
Original Publish Date:	June 30, 1994
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=28442