



Aviation Investigation Final Report

Location:	LOCKPORT, New York	Accident Number:	NYC86LA097
Date & Time:	March 30, 1986, 17:00 Local	Registration:	N6433Q
Aircraft:	MOONEY M20	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE CROSS COUNTRY FLIGHT WAS DEPARTING RUNWAY 28 AT LOCKPORT, NEW YORK IN STRONG QUARTERING WIND CONDITIONS. AT ROTATION AND CLIMB OUT, THE PILOT RETRACTED THE GEARS AND FLPS. HOWEVER AS THE AIRCRAFT FLPS RETRACTED THE AIRCRAFT BEGAN TO DROP. THE NOSE WAS PULLED UP, THE ARCRAFT STALLED. AS THE PILOT SPOTTED TREES AHEAD, A RIGHT BANK WAS MADE AND THE AIRCRAFT STALLED AGAIN. THE AIRCRAFT WAS PUT DOWN IN SMALL BRUSH AND WATER.

Probable Cause and Findings

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

Findings

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

Findings

1. WEATHER CONDITION - UNFAVORABLE WIND
 2. (C) AIRSPEED - INADEQUATE - PILOT IN COMMAND
 3. (C) PROPER DESCENT RATE - NOT MAINTAINED - PILOT IN COMMAND
 4. (C) STALL - NOT CORRECTED - PILOT IN COMMAND
-

Occurrence #2: FORCED LANDING
Phase of Operation: LANDING

Factual Information

Pilot Information

Certificate:	Commercial; Private	Age:	39, Male
Airplane Rating(s):	Multi-engine land	Seat Occupied:	Unknown
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--no waivers/lim.	Last FAA Medical Exam:	May 15, 1986
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	1243 hours (Total, all aircraft), 423 hours (Total, this make and model), 1131 hours (Pilot In Command, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	MOONEY	Registration:	N6433Q
Model/Series:	M20 M20	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	670512
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	Annual	Certified Max Gross Wt.:	2575 lbs
Time Since Last Inspection:	26 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	3143 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, activated, aided in locating accident	Engine Model/Series:	IO-360-A1A
Registered Owner:	HOWARD HARTKE	Rated Power:	200 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:	Scattered	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	15 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	230°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	16°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	LOCKPORT , NY (OGO)	Type of Flight Plan Filed:	None
Destination:	ELMIRA , NY (ELM)	Type of Clearance:	VFR
Departure Time:	17:00 Local	Type of Airspace:	Class G

Airport Information

Airport:	LOCKPORT OGO	Runway Surface Type:	Asphalt
Airport Elevation:	587 ft msl	Runway Surface Condition:	Dry
Runway Used:	28	IFR Approach:	None
Runway Length/Width:	3000 ft / 35 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	43.159965,-78.690422(est)

Administrative Information

Investigator In Charge (IIC): Marcantelli, Vincent

Additional Participating Persons:

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=30316>

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.

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](#).