



Aviation Investigation Final Report

Location:	FT. MYERS, Florida	Accident Number:	MIA85LA236
Date & Time:	August 16, 1985, 13:48 Local	Registration:	N7122V
Aircraft:	MOONEY M20F	Aircraft Damage:	Substantial
Defining Event:		Injuries:	3 None
Flight Conducted Under:	Part 91: General aviation		

Analysis

THE ACFT SETTLED TO THE RWY DURING THE TAKEOFF ROLL AFTER THE LANDING GEAR RETRACTED. THE PLT STATED THAT THE LANDING GEAR COLLAPSED FOR AN UNKNOWN REASON. A POST ACCIDENT INSPECTION OF THE LANDING GEAR AND RELATED COMPONENTS REVEALED NO DEFECTS OR MALFUNCTION THAT WOULD HAVE PRECLUDED NORMAL OPERATION.

Probable Cause and Findings

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

Findings

Occurrence #1: GEAR COLLAPSED
Phase of Operation: TAKEOFF - ROLL/RUN

Findings
1. (C) GEAR RETRACTION - PREMATURE - PILOT IN COMMAND

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

Factual Information

Pilot Information

Certificate:	Commercial	Age:	51, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane single-engine	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	November 28, 1983
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	2177 hours (Total, all aircraft), 1206 hours (Total, this make and model), 1531 hours (Pilot In Command, all aircraft), 57 hours (Last 90 days, all aircraft), 44 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	MOONEY	Registration:	N7122V
Model/Series:	M20F M20F	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	22-0051
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	September 20, 1983 Annual	Certified Max Gross Wt.:	2740 lbs
Time Since Last Inspection:	285 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	2167 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	IO-360-A1A
Registered Owner:	CURTIS TANK CORP.	Rated Power:	200 Horsepower
Operator:	IAN K. STEUART	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:	FMY ,18 ft msl	Distance from Accident Site:	
Observation Time:	13:49 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Unknown / 3000 ft AGL	Visibility	10 miles
Lowest Ceiling:	Broken / 3000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	130°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	34°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	FT. MYERS , FL (FMY)	Type of Flight Plan Filed:	IFR
Destination:	CONNELLSVILLE , PA (2G3)	Type of Clearance:	IFR
Departure Time:	13:48 Local	Type of Airspace:	Class D

Airport Information

Airport:	PAGE FIELD FMY	Runway Surface Type:	Asphalt
Airport Elevation:		Runway Surface Condition:	Dry
Runway Used:	23	IFR Approach:	None
Runway Length/Width:	6461 ft / 150 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:	26.559549,-81.869178(est)

Administrative Information

Investigator In Charge (IIC): Bird, Ronald

Additional Participating Persons: BEVERLY MORTON; ST.PETERSBURG , FL

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=31443>

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](#).