



Aviation Investigation Final Report

Location:	BLOOMFIELD, Iowa	Accident Number:	MKC83LA211
Date & Time:	September 4, 1983, 12:20 Local	Registration:	N4057N
Aircraft:	MOONEY M20C	Aircraft Damage:	Substantial
Defining Event:		Injuries:	3 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

WHILE EN ROUTE, THE PLT ENCOUNTERED A PROGRESSIVE, PARTIAL POWER LOSS. AT 1ST THE ENG BEGAN RUNNING ROUGH, THEN THE MANIFOLD PRESSURE DROPPED TO 15 INCHES (18 INCHES HAD BEEN SET FOR CRUISE). HE HEARD A CLICKING NOISE & STARTED A DESCENT FROM HIS CRUISE ALT OF 8500 FT. HE BEGAN A PRECAUTIONARY LANDING. WHEN HE SAW THAT THE WIND WOULD CARRY THE ACFT BEYOND THE FIELD HE HAD SELECTED, HE USED WHAT AVAILABLE POWER HE HAD TO CROSS OVER A ROAD & A POND, AND TO AVOID A TRANSMISSION LINE. HOWEVER, HE WAS UNABLE TO AVOID A FENCE. THE PLT STATED THAT THE ACFT TORE THRU A FENCE, JUST BEFORE TOUCHDOWN. AN INVESTIGATION REVEALED THAT THE #4 EXHAUST PUSHROD WAS BENT & THE HOUSING WAS BROKEN.

Probable Cause and Findings

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

Findings

Occurrence #1: LOSS OF ENGINE POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation: CRUISE - NORMAL

Findings

1. (C) ENGINE ASSEMBLY,PUSH ROD - BENT

2. (C) ENGINE ASSEMBLY, OTHER - FAILURE, TOTAL

Occurrence #2: FORCED LANDING

Phase of Operation: LANDING - FLARE/TOUCHDOWN

Occurrence #3: IN FLIGHT COLLISION WITH OBJECT

Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

3. (F) TERRAIN CONDITION - HIGH OBSTRUCTION(S)

4. (F) OBJECT - FENCE

Factual Information

Pilot Information

Certificate:	Commercial; Flight instructor	Age:	30, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	June 30, 1982
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	926 hours (Total, all aircraft), 77 hours (Total, this make and model), 826 hours (Pilot In Command, all aircraft), 415 hours (Last 90 days, all aircraft), 8 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	MOONEY	Registration:	N4057N
Model/Series:	M20C M20C	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	680027
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	May 24, 1983 100 hour	Certified Max Gross Wt.:	2575 lbs
Time Since Last Inspection:	567 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	2326 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	O-360-A1D
Registered Owner:	AERO WEST FLYING CLUB	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:	OTM ,845 ft msl	Distance from Accident Site:	
Observation Time:	14:00 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Scattered / 25000 ft AGL	Visibility	7 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	12 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	220°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	31°C / 16°C
Precipitation and Obscuration:	N/A - None - Haze		
Departure Point:	DAVENPORT , IA (DVN)	Type of Flight Plan Filed:	VFR
Destination:	AGUSTA , KS (3AU)	Type of Clearance:	None
Departure Time:	10:45 Local	Type of Airspace:	Class G

Airport Information

Airport:		Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Forced landing

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:	40.740444,-92.409103(est)

Administrative Information

Investigator In Charge (IIC): Thorpe, Clint

Additional Participating Persons:

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=33483>

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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](#).