



Aviation Investigation Final Report

Location:	ERIE, Pennsylvania	Accident Number:	NYC83LA251
Date & Time:	September 19, 1983, 18:30 Local	Registration:	N25XX
Aircraft:	MOONEY M20J	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

DURING TAKEOFF, THE ENG LOST POWER AT APRX 50 FT AGL AFTER THE GEAR WAS RETRACTED. THE PLT REPORTED THAT HIS ONLY SAFE REACTION WAS TO LAND WITH THE GEAR RETRACTED ON 'WHAT LITTLE RWY WAS LEFT.' WATER WAS FOUND IN THE GASCOLATOR & RIGHT FUEL TANK. THE ACFT HAD BEEN REFUELED WITH 51 GAL OF FUEL AT THE ERIE ARPT & WAS FILLED, RIGHT TANK 1ST. THE PLT STATED THAT HE HAD USED BOTH TANKS ON THE FLT TO THE AIRPORT. WHILE TAKING OFF ON THIS FLT, HE WAS USING THE RIGHT FUEL TANK.

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(TOTAL) - NONMECHANICAL
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. (C) FLUID,FUEL - WATER
2. (C) MAINTENANCE,SERVICE OF AIRCRAFT/EQUIPMENT - IMPROPER
3. (C) AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND

Occurrence #2: FORCED LANDING
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

4. WHEELS UP LANDING - INTENTIONAL - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Commercial	Age:	51, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Unknown
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	June 30, 1983
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	1387 hours (Total, all aircraft), 265 hours (Total, this make and model), 1369 hours (Pilot In Command, all aircraft), 27 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	MOONEY	Registration:	N25XX
Model/Series:	M20J M20J	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	24-08266
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	April 11, 1983 Annual	Certified Max Gross Wt.:	2740 lbs
Time Since Last Inspection:	116 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	766 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	IO-360-A3B6D
Registered Owner:	WILLIAM GORR, JR., D. DUNHAM	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 / 4000 ft AGL	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	ERIE , PA (ERI)	Type of Flight Plan Filed:	None
Destination:	WASHINGTON , PA (3G2)	Type of Clearance:	None
Departure Time:	18:30 Local	Type of Airspace:	

Airport Information

Airport:	ERIE ERI	Runway Surface Type:	Asphalt
Airport Elevation:	732 ft msl	Runway Surface Condition:	Dry
Runway Used:	20	IFR Approach:	None
Runway Length/Width:	3532 ft / 150 ft	VFR Approach/Landing:	Forced landing

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC): Taylor, Vernon

Additional Participating Persons:

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=35280>

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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](#).