



Aviation Investigation Final Report

Location:	LAKEVILLE, New York	Accident Number:	NYC84LA060
Date & Time:	December 25, 1983, 15:30 Local	Registration:	N9385V
Aircraft:	MOONEY M20-E	Aircraft Damage:	Substantial
Defining Event:		Injuries:	3 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE ACFT LOST POWER DURING TAKEOFF AND LANDED GEAR UP ON THE TAKEOFF RWY, CONTINUING OFF THE END OF THE RWY. INTO A FROZEN PLOWED FIELD. PRIOR TO FLT, THE ACFT WAS PREHEATED, BOTH SUMPS WERE DRAINED AND AN ENGINE RUN-UP PERFORMED FOR 20-30 MIN WHILE DEFROSTING THE WINDSHIELD. THE PLT STATED ALL PRE-TAKEOFF CHECKS WERE NORMAL.

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) REASON FOR OCCURRENCE UNDETERMINED

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

Occurrence #3: COMPLETE GEAR COLLAPSED
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

2. (C) WHEELS UP LANDING - PERFORMED - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Private	Age:	40, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	November 4, 1983
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	340 hours (Total, all aircraft), 46 hours (Total, this make and model), 280 hours (Pilot In Command, all aircraft), 40 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	MOONEY	Registration:	N9385V
Model/Series:	M20-E M20-E	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	70-00016
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	April 29, 1983 Annual	Certified Max Gross Wt.:	2575 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	2470 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	IO-360-A1A
Registered Owner:	THOMAS M. SHEEHAN	Rated Power:	200 Horsepower
Operator:		Operating Certificate(s) Held:	
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 / 1000 ft AGL	Visibility	4 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	20 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	270°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	-13°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	LAKEVILLE , NY (D75)	Type of Flight Plan Filed:	None
Destination:	ST. PETERBURG , FL	Type of Clearance:	None
Departure Time:	15:30 Local	Type of Airspace:	

Airport Information

Airport:	HUNNAS ACRES D75	Runway Surface Type:	Grass/turf
Airport Elevation:	935 ft msl	Runway Surface Condition:	Rough
Runway Used:	1	IFR Approach:	
Runway Length/Width:	2300 ft / 75 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:	42.839794,-77.710113(est)

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=35484>

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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](#).