



# Aviation Investigation Final Report

<b>Location:</b>	MORRISTOWN, New Jersey	<b>Accident Number:</b>	NYC88LA088
<b>Date &amp; Time:</b>	February 20, 1988, 00:30 Local	<b>Registration:</b>	N5782E
<b>Aircraft:</b>	MOONEY M20	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 Serious
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

THE MOONEY CRASHED WHILE ON A ILS APPROACH AT NIGHT. THE PLT HAD BEEN UNABLE TO GET INTO TWO OTHER AIRPORTS DUE TO WEATHER AND AIR TRAFFIC. THE AIRCRAFT IMPACTED IN SWAMPY AREA. THE PILOT HAD TOLD ATC THAT HE FELT UNEASY ABOUT HIS ENGINE; HOWEVER, HE DID NOT REMEMBER THE CONVERSATION AFTER THE ACCIDENT. THE PILOT TOLD FAA PERS THAT HE HAD NOT BEEN FEELING WELL, BUT NO MENTION WAS MADE OF THE AIRCRAFT ENGINE. THE FAA SAID THAT IT APPEARED THAT THE DESCENT RATE WAS 5 DEGREES. THE DESCENT RATE ON THE ILS IS 3 DEGREES. THE ACFT HIT THE GROUND WITH SUFFICIENT FORCE TO DISLodge AND THROW THE ENG ABOUT 175 FT FORWARD OF THE MAIN WRECKAGE.

## Probable Cause and Findings

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

### Findings

Occurrence #1: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

#### Findings

1. (F) WEATHER CONDITION - LOW CEILING
2. (F) WEATHER CONDITION - FOG

3. (F) WEATHER CONDITION - RAIN
4. (F) LIGHT CONDITION - NIGHT
5. (C) PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
6. (C) IFR PROCEDURE - POOR - PILOT IN COMMAND
7. (C) PROPER GLIDEPATH - NOT MAINTAINED - PILOT IN COMMAND
8. (C) DESCENT - EXCESSIVE - PILOT IN COMMAND
9. (F) PHYSICAL IMPAIRMENT - PILOT IN COMMAND

## Factual Information

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	39, Male
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Unknown
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	September 29, 1986
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	500 hours (Total, all aircraft), 50 hours (Last 90 days, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	MOONEY	<b>Registration:</b>	N5782E
<b>Model/Series:</b>	M20 M20	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	24-1515
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	February 5, 1988 Annual	<b>Certified Max Gross Wt.:</b>	2740 lbs
<b>Time Since Last Inspection:</b>	30 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	500 Hrs	<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Installed	<b>Engine Model/Series:</b>	IO-360-A3B6D
<b>Registered Owner:</b>	DR. WILLIAM MILLER	<b>Rated Power:</b>	200 Horsepower
<b>Operator:</b>	HOWARD BALICK	<b>Operating Certificate(s) Held:</b>	None
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Night/dark
<b>Observation Facility, Elevation:</b>	EWR ,18 ft msl	<b>Distance from Accident Site:</b>	12 Nautical Miles
<b>Observation Time:</b>	00:36 Local	<b>Direction from Accident Site:</b>	130°
<b>Lowest Cloud Condition:</b>	Unknown	<b>Visibility</b>	2 miles
<b>Lowest Ceiling:</b>	Overcast / 300 ft AGL	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	10 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	150°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	29 inches Hg	<b>Temperature/Dew Point:</b>	-18°C / -18°C
<b>Precipitation and Obscuration:</b>	N/A - None - Fog		
<b>Departure Point:</b>	OLD BRIDGE , NJ (3N6 )	<b>Type of Flight Plan Filed:</b>	IFR
<b>Destination:</b>	MORRISTOWN , NJ (MMU )	<b>Type of Clearance:</b>	IFR
<b>Departure Time:</b>	23:30 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	MORRISTOWN MMU	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	187 ft msl	<b>Runway Surface Condition:</b>	Wet
<b>Runway Used:</b>	23	<b>IFR Approach:</b>	ILS
<b>Runway Length/Width:</b>	6000 ft / 150 ft	<b>VFR Approach/Landing:</b>	

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Serious	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 Serious	<b>Latitude, Longitude:</b>	

## Administrative Information

**Investigator In Charge (IIC):** Hancock, Robert

**Additional Participating Persons:**

**Original Publish Date:** November 24, 1989

**Last Revision Date:**

**Investigation Class:** [Class](#)

**Note:**

**Investigation Docket:** <https://data.nts.gov/Docket?ProjectID=36101>

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