



Aviation Investigation Final Report

Location:	NEW ALEXANDRIA, Pennsylvania	Accident Number:	NYC89LA047
Date & Time:	December 11, 1988, 17:00 Local	Registration:	N3820H
Aircraft:	MOONEY M20J	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE AIRCRAFT WAS CRUISING AT 3500 FEET WHEN IT LOST POWER AND MADE A FORCED LANDING ON A ROAD. IT STRUCK A POTHOLE DURING LANDING ROLLOUT AND DIRECTIONAL CONTROL WAS LOST WITH THE AIRCRAFT RECEIVING SUBSTANTIAL DAMAGE. ON SCENE INVESTIGATION BY THE FAA SHOWED THE GASCOLATOR FULL OF ICE AND THE RIGHT FUEL DRAIN WAS FROZEN. LATER THE AIRCRAFT WAS WARMED UP IN A HANGAR AND 1/2 GALLON OF WATER WAS REMOVED FROM THE RIGHT WING. WATER WAS ALSO FOUND IN THE ENGINE FUEL CONTROL INLET SCREEN.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: LOSS OF CONTROL EXPERIENCE DURING LANDING ROLLOUT AFTER AN OFF AIRPORT LANDING WAS MADE DUE TO A POWER LOSS CAUSED BY CONTAMINATED FUEL. WATER HAD BEEN REMOVED PRIOR TO DEPARTURE.

Findings

Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - NONMECHANICAL
Phase of Operation: CRUISE - NORMAL

Findings

1. (C) FLUID,FUEL - WATER
2. (C) AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND

Occurrence #2: FORCED LANDING
Phase of Operation: DESCENT - EMERGENCY

Occurrence #3: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: LANDING - ROLL

Findings

3. (F) TERRAIN CONDITION - ROUGH/UNEVEN
4. (F) TERRAIN CONDITION - ROADWAY/HIGHWAY

Factual Information

Pilot Information

Certificate:	Airline transport; Commercial	Age:	46, 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):	None	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	12800 hours (Total, all aircraft), 780 hours (Total, this make and model), 11600 hours (Pilot In Command, all aircraft), 122 hours (Last 90 days, all aircraft), 39 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	MOONEY	Registration:	N3820H
Model/Series:	M20J M20J	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	24-0951
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	June 10, 1988 Annual	Certified Max Gross Wt.:	2740 lbs
Time Since Last Inspection:	12 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	745 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	IO-360-A3B6D
Registered Owner:	RANDALL HOLMES	Rated Power:	200 Horsepower
Operator:	WILLIAM A. JARDINE	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:	Dusk
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	-18°C / -18°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	COLLEGE STATION, PA	Type of Flight Plan Filed:	None
Destination:	PITTSBURGH, PA	Type of Clearance:	None
Departure Time:	00:00 Local	Type of Airspace:	Class G

Airport Information

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

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	40.39027,-79.409584(est)

Administrative Information

Investigator In Charge (IIC): Hancock, Robert

Additional Participating Persons: ; ALLEGHENY , PA

Original Publish Date: June 25, 1990

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=36349>

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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](#).