



Aviation Investigation Final Report

Location:	GLENDIVE, Montana	Accident Number:	SEA92FA101
Date & Time:	May 17, 1992, 11:25 Local	Registration:	N2920L
Aircraft:	MOONEY M20F	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	4 Fatal
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PILOT OF THE MOONEY M20F RETRACTED HIS LANDING GEAR ALMOST IMMEDIATELY AFTER THE TIRES LIFTED OFF THE RUNWAY. HE CONTINUED TO ACCELERATE WHILE FLYING VERY LOW OVER THE AIRFIELD, AND THEN EXECUTED A STEEP RIGHT HAND 180 DEGREE TURNING PULL-UP. NUMEROUS PILOT-RATED WITNESSES STATED THAT DURING THIS PULL-UP THE AIRCRAFT APPEARED TO BE FLYING JUST ON THE EDGE OF A STALL. HE THEN PROCEEDED TO THE APPROACH END OF THE AIRFIELD, ENTERED A DESCENDING TURN AND THEN EXECUTED A HIGH SPEED, LOW LEVEL PASS. DURING THIS PASS A HELIUM FILLED BALLOON WAS RELEASED FOR THE PILOT TO ATTEMPT TO BURST WITH THE AIRCRAFT'S PROPELLER. AT THE CONCLUSION OF THIS PASS, THE PILOT MADE A RAPID CLIMBING PULL-UP TO THE LEFT, REACHING AN ALTITUDE OF APPROXIMATELY 300 FEET ABOVE GROUND LEVEL. THE BANK ANGLE AT THE TOP OF THE CLIMBING TURN WAS ESTIMATED BY THE WITNESSES TO BE APPROXIMATELY 50 DEGREES. THE AIRCRAFT MAINTAINED APPROXIMATELY THE SAME ANGLE OF BANK AS IT DESCENDED TOWARD THE TERRAIN, ULTIMATELY IMPACTING NEAR THE RUNWAY.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: AN EXCESSIVE RATE OF DESCENT, AND THE PILOT'S OVERCONFIDENCE IN HIMSELF AND THE AIRCRAFT.

Findings

Occurrence #1: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: MANEUVERING

Findings

1. (F) LOW PASS - PERFORMED - PILOT IN COMMAND
2. (F) PULL-UP - PERFORMED - PILOT IN COMMAND
3. (C) DESCENT - EXCESSIVE - PILOT IN COMMAND
4. (C) OVERCONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
5. (C) OVERCONFIDENCE IN AIRCRAFT'S ABILITY - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Airline transport; Flight engineer	Age:	49, Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land; Multi-engine sea	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	Yes
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	December 10, 1990
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	8000 hours (Total, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	MOONEY	Registration:	N2920L
Model/Series:	M20F M20F	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	670314
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	November 4, 1991 Annual	Certified Max Gross Wt.:	2740 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	IO-360-A1A
Registered Owner:	FISCHER, RICHARD C. & VERRIL J	Rated Power:	200 Horsepower
Operator:	FISCHER, RICHARD C. & VERRIL J	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:	Clear	Visibility	30 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	160°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	19°C / 6°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	(GDV)	Type of Flight Plan Filed:	None
Destination:	MINOT , ND (MOT)	Type of Clearance:	None
Departure Time:	11:00 Local	Type of Airspace:	Class G

Airport Information

Airport:	DAWSON COMMUNITY GDV	Runway Surface Type:	Asphalt
Airport Elevation:	2456 ft msl	Runway Surface Condition:	Dry
Runway Used:	12	IFR Approach:	None
Runway Length/Width:	5704 ft / 100 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	3 Fatal	Aircraft Fire:	On-ground
Ground Injuries:	N/A	Aircraft Explosion:	On-ground
Total Injuries:	4 Fatal	Latitude, Longitude:	47.119144,-104.870674(est)

Administrative Information

Investigator In Charge (IIC):	Anderson, Orrin
Additional Participating Persons:	DENNY BRIDGES; SEATTLE , WA
Original Publish Date:	June 30, 1993
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=41577

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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](#).