



Aviation Investigation Final Report

Location:	RONAN, Montana	Accident Number:	SEA95LA141
Date & Time:	June 29, 1995, 12:00 Local	Registration:	N9273M
Aircraft:	MOONEY M20E	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

DURING THE TAKEOFF GROUND ROLL ON A ROUGH AND UNEVEN AIRSTRIP, THE AIRPLANE BOUNCED, BECAME AIRBORNE AND TURNED SIDWAYS AS THE LEFT WING TIP CAUGHT IN TALL GRASS NEXT TO THE RUNWAY. THE PILOT ABORTED THE TAKEOFF AND REDUCED POWER TO AVOID COLLIDING WITH TREES. THE AIRPLANE COLLIDED WITH A DITCH AND SPUN AROUND 90 DEGREES TO THE ORIGINAL DIRECTION OF TRAVEL.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: DIRECTIONAL CONTROL WAS NOT MAINTAINED. FACTORS TO THE ACCIDENT WERE A ROUGH/UNEVEN AIRSTRIP AND TALL VEGETATION.

Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: TAKEOFF - ROLL/RUN

Findings

1. (F) AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - ROUGH/UNEVEN
2. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
3. (F) TERRAIN CONDITION - HIGH VEGETATION

Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER

Phase of Operation: TAKEOFF - ABORTED

Findings

4. TERRAIN CONDITION - DITCH

Factual Information

On June 29, 1995, at 1200 mountain daylight time, a Mooney M20E, N9273M, collided with the terrain during the takeoff roll from a private airstrip near Ronan, Montana. Visual meteorological conditions prevailed at the time and no flight plan was filed. The airplane was substantially damaged and the commercial pilot, the sole occupant, was not injured. The flight was departing for Anaconda, Montana, on a personal flight.

In a written statement, the pilot reported that during the takeoff ground roll on the uneven grass airstrip, the airplane bounced, became airborne and turned sideways as the left wing tip caught in tall grass next to the runway. The pilot opted to abort the takeoff and reduce power to avoid colliding with trees.

The airplane collided with a ditch and spun around 90 degrees to the original direction of travel.

Pilot Information

Certificate:	Commercial; Flight instructor	Age:	61, 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):	Airplane multi-engine; Airplane single-engine	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	February 11, 1994
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	1748 hours (Total, all aircraft), 131 hours (Total, this make and model), 1600 hours (Pilot In Command, all aircraft), 9 hours (Last 90 days, all aircraft), 4 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	MOONEY	Registration:	N9273M
Model/Series:	M20E M20E	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	1212
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	June 29, 1995 Annual	Certified Max Gross Wt.:	2575 lbs
Time Since Last Inspection:	2 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	2781 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	IO-360-A1A
Registered Owner:	WALTER A. BREN	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:	Clear	Visibility	30 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	24°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:	ANACONDA , MT (3U3)	Type of Clearance:	None
Departure Time:	00:00 Local	Type of Airspace:	Class G

Airport Information

Airport:	WAYNE BAER PRIVATE	Runway Surface Type:	Grass/turf
Airport Elevation:	3000 ft msl	Runway Surface Condition:	Dry;Rough
Runway Used:	36	IFR Approach:	None
Runway Length/Width:	2600 ft / 40 ft	VFR Approach/Landing:	None

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:	47.52964,-114.129463(est)

Administrative Information

Investigator In Charge (IIC):	Eckrote, Debra
Additional Participating Persons:	MICHAEL J MORRISON; HELENA , MT
Original Publish Date:	September 24, 1995
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=42183

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