



# Aviation Investigation Final Report

<b>Location:</b>	BLAKELY ISLAND, Washington	<b>Accident Number:</b>	SEA92LA133
<b>Date &amp; Time:</b>	June 23, 1992, 11:00 Local	<b>Registration:</b>	N5794Q
<b>Aircraft:</b>	MOONEY M20C	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 Minor
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

UPON ARRIVAL AT THE AIRPORT THE PILOT SET UP TO LAND WITH A TAILWIND COMPONENT. DURING THE FLARE A DOWNDRAFT WAS ENCOUNTERED AND THE AIRCRAFT LANDED HARD. THE PILOT ATTEMPTED A GO AROUND AND THEN ABORTED THE ATTEMPT DURING WHICH THE AIRCRAFT DEPARTED THE RIGHT SIDE OF THE RUNWAY. AFTER LEAVING THE RUNWAY THE NOSE GEAR SEPARATED FROM THE AIRCRAFT AND THE RIGHT MAIN LANDING GEAR STRUT COLLAPSED.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT IN COMMAND'S NOT MAINTAINING THE PROPER RATE OF DESCENT AND NOT MAINTAINING DIRECTIONAL CONTROL, AND SEPARATION OF THE NOSE GEAR STRUT AND OVERLOAD OF THE RIGHT MAIN GEAR STRUT. FACTORS CONTRIBUTING TO THE ACCIDENT WERE: WEATHER CONDITIONS: TAILWIND AND DOWNDRAFT, AND THE PILOT IN COMMAND'S SELECTION OF THE WRONG RUNWAY.

## Findings

Occurrence #1: HARD LANDING  
Phase of Operation: LANDING - FLARE/TOUCHDOWN

- Findings  
1. (F) WEATHER CONDITION - TAILWIND

2. (F) WRONG RUNWAY - SELECTED - PILOT IN COMMAND
3. (F) WEATHER CONDITION - DOWNDRAFT
4. (C) PROPER DESCENT RATE - NOT MAINTAINED - PILOT IN COMMAND

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Occurrence #2: LOSS OF CONTROL - ON GROUND/WATER  
Phase of Operation: LANDING - ROLL

Findings

5. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

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Occurrence #3: GEAR COLLAPSED  
Phase of Operation: LANDING - ROLL

Findings

6. (C) LANDING GEAR,NOSE GEAR STRUT - SEPARATION
7. (C) LANDING GEAR,MAIN GEAR STRUT - OVERLOAD

## Factual Information

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	66,Female
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	None	<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--w/ waivers/lim	<b>Last FAA Medical Exam:</b>	June 19, 1990
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	750 hours (Total, all aircraft), 750 hours (Total, this make and model)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	MOONEY	<b>Registration:</b>	N5794Q
<b>Model/Series:</b>	M20C M20C	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	3099
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	February 11, 1992 Annual	<b>Certified Max Gross Wt.:</b>	2575 lbs
<b>Time Since Last Inspection:</b>	5 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	1293 Hrs	<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	O-360-A1D
<b>Registered Owner:</b>	BREES, FRED N.	<b>Rated Power:</b>	180 Horsepower
<b>Operator:</b>	BREES, EUNICE G.	<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>	Day
<b>Observation Facility, Elevation:</b>	FHR ,109 ft msl	<b>Distance from Accident Site:</b>	9 Nautical Miles
<b>Observation Time:</b>	10:45 Local	<b>Direction from Accident Site:</b>	230°
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	15 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	10 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	320°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	29 inches Hg	<b>Temperature/Dew Point:</b>	24°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	SEATTLE , WA (BFI)	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>		<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	10:15 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	BLAKELY ISLAND AIRPORT S08	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	70 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	19	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	2000 ft	<b>VFR Approach/Landing:</b>	Full stop

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Minor	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 Minor	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	2 Minor	<b>Latitude, Longitude:</b>	48.559169,-122.799018(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Mccreary, Steven
<b>Additional Participating Persons:</b>	D. AVEY; RENTON , WA
<b>Original Publish Date:</b>	September 28, 1993
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=42839">https://data.nts.gov/Docket?ProjectID=42839</a>

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