Aviation Investigation Final Report

Location:	PARKER, Pennsylvania	**Accident Number:**	NYC00LA115
Date & Time:	April 1, 2000, 17:00 Local	**Registration:**	N737HB
Aircraft:	Mooney M-20F	**Aircraft Damage:**	Substantial
Defining Event:		**Injuries:**	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot decided to conduct a simulated engine failure over an agricultural field, with an intended recovery at '60-70 feet above the ground.' When he was satisfied that he 'made the field,' a flock of geese distracted him, and the airplane struck a wire. The pilot then returned to the originating airport to assess the damage to the airplane.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to maintain an adequate visual lookout, due to his distraction with a flock of birds. A factor was the pilot's improper in flight decision to continue the simulated engine failure to too low of an altitude.

Findings

Occurrence #1: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: DESCENT

Findings
1. OBJECT - BIRD(S)
2. (C) VISUAL LOOKOUT - NOT MAINTAINED - PILOT IN COMMAND
3. (F) IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
4. ALTITUDE - LOW - PILOT IN COMMAND

Factual Information

On April 1, 2000, about 1700 Eastern Standard Time, a Mooney M-20F, N737HB, was substantially damaged while practicing a simulated engine failure, near Parker, Pennsylvania. The certificated private pilot was not injured. Visual meteorological conditions prevailed and no flight plan was filed for the flight between the Clarion County Airport (AXQ), Clarion, Pennsylvania, and the Venango Regional Airport (FKL), Franklin, Pennsylvania. The personal flight was conducted under 14 CFR Part 91.

The pilot stated that he departed about 1600. While en route, he decided to conduct a simulated engine failure over an agricultural field, with an intended recovery at "60-70 feet above the ground." When the pilot was satisfied that he "made the field," a flock of geese distracted him and he struck a wire. The pilot then returned to AXQ to assess the damage to the airplane.

A Federal Aviation Administration (FAA) inspector reported that the right wing, right aileron and the horizontal stabilizer were substantially damaged.

Pilot Information

Certificate:	Private	**Age:**	61,Male
Airplane Rating(s):	Single-engine land	**Seat Occupied:**	Left
Other Aircraft Rating(s):	None	**Restraint Used:**	
Instrument Rating(s):	None	**Second Pilot Present:**	No
Instructor Rating(s):	None	**Toxicology Performed:**	No
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim	**Last FAA Medical Exam:**	October 12, 1999
Occupational Pilot:	UNK	**Last Flight Review or Equivalent:**	
Flight Time:	1081 hours (Total, all aircraft), 30 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	Mooney	**Registration:**	N737HB
Model/Series:	M-20F M-20F	**Aircraft Category:**	Airplane
Year of Manufacture:		**Amateur Built:**	
Airworthiness Certificate:	Normal	**Serial Number:**	670469
Landing Gear Type:	Retractable - Tricycle	**Seats:**	4
Date/Type of Last Inspection:	October 11, 1999 Annual	**Certified Max Gross Wt.:**	2740 lbs
Time Since Last Inspection:	35 Hrs	**Engines:**	1 Reciprocating
Airframe Total Time:	1600 Hrs	**Engine Manufacturer:**	Lycoming
ELT:		**Engine Model/Series:**	IO-360
Registered Owner:	GARY GALLAGHER	**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:	YNG ,1183 ft msl	**Distance from Accident Site:**	42 Nautical Miles
Observation Time:	16:51 Local	**Direction from Accident Site:**	270°
Lowest Cloud Condition:	Scattered / 12000 ft AGL	**Visibility**	10 miles
Lowest Ceiling:	Broken / 22000 ft AGL	**Visibility (RVR):**	
Wind Speed/Gusts:	9 knots /	**Turbulence Type Forecast/Actual:**	/
Wind Direction:	220°	**Turbulence Severity Forecast/Actual:**	/
Altimeter Setting:	30 inches Hg	**Temperature/Dew Point:**	18°C / -2°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	CLARION , PA (AXQ)	**Type of Flight Plan Filed:**	None
Destination:	FRANKLIN , PA (FKL)	**Type of Clearance:**	None
Departure Time:	16:00 Local	**Type of Airspace:**	Class G

Airport Information

Airport:		**Runway Surface Type:**	
Airport Elevation:		**Runway Surface Condition:**	
Runway Used:	0	**IFR Approach:**	
Runway Length/Width:		**VFR Approach/Landing:**	Simulated 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:**	41.089721,-79.679992(est)

Administrative Information

Investigator In Charge (IIC):	Cox, Paul
Additional Participating Persons:	TERRY RICKER; ALLEGHENY , PA
Original Publish Date:	March 2, 2001
Last Revision Date:	
Investigation Class:	Class
Note:	The NTSB traveled to the scene of this accident.
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=48993