



# Aviation Investigation Final Report

<b>Location:</b>	HOUSTON, Texas	<b>Accident Number:</b>	FTW00LA122
<b>Date &amp; Time:</b>	April 5, 2000, 17:30 Local	<b>Registration:</b>	N8159E
<b>Aircraft:</b>	Mooney M20A	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

According to the pilot, he flew the final approach to the runway at 70 knots. He stated that he 'bounced [the airplane] trying to land.' The pilot initiated a go-around and applied full throttle, but the engine did not respond immediately. He stated that when the engine did respond, he was near the end of the runway. As the airplane started to climb he initiated a left turn to avoid high tension wires, during which the airplane's left wing contacted trees. Subsequently, the airplane stalled, impacted the ground, and came to a stop upright. A witness reported that the pilot initiated the go-around when the airplane was about 3/4 of the way down the runway.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's delayed go-around and his failure to maintain the aircraft's clearance with trees.

## Findings

Occurrence #1: IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation: GO-AROUND (VFR)

### Findings

1. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
2. (C) GO-AROUND - DELAYED - PILOT IN COMMAND
3. (C) CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
4. OBJECT - TREE(S)



## Factual Information

On April 5, 2000, at 1730 central daylight time, a Mooney M20A airplane, N8159E, was substantially damaged when it impacted trees during a go-around near the Westheimer Air Park, Houston, Texas. The private pilot, who was the sole occupant and registered owner and operator of the airplane, was not injured. Visual meteorological conditions prevailed for the 14 Code of Federal Regulations Part 91 personal flight and a flight plan was not filed. The local flight originated from the Westheimer Air Park, approximately 1700.

According to the pilot, he was flying a left traffic pattern for runway 29. He stated that the airplane was at 70 knots during the final approach and he "bounced [the airplane] trying to land." The pilot initiated a go-around and applied full throttle, but the engine did not respond immediately. He stated that when the engine did respond he was near the end of the runway. As the airplane started to climb he initiated a left turn to avoid high tension wires; however, the airplane's left wing contacted trees. Subsequently, the airplane "stalled," impacted the ground, and came to rest upright within tall grass and brush.

According to a witness, the airplane initially touched down at the runway's mid-point and then "floated back up." The airplane then touched down a second time about 3/4 of the way down the runway. The witness stated that the pilot initiated a go-around after the second touchdown. He confirmed that the airplane's engine response was delayed.

The FAA inspector reported that 5 feet of the left wing, inboard from the wing-tip, separated from the airplane and remained attached only by control cables. He added that the empennage was "twisted" 90 degrees.

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	73, Male
<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 2 Valid Medical--w/ waivers/lim	<b>Last FAA Medical Exam:</b>	December 11, 1998
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	980 hours (Total, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Mooney	<b>Registration:</b>	N8159E
<b>Model/Series:</b>	M20A M20A	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	1431
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	Unknown	<b>Certified Max Gross Wt.:</b>	2740 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	Lycoming
<b>ELT:</b>	Installed	<b>Engine Model/Series:</b>	O-360-A1A
<b>Registered Owner:</b>	ABRAHAM FERRIS ELECKEL	<b>Rated Power:</b>	180 Horsepower
<b>Operator:</b>		<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>	HOU ,47 ft msl	<b>Distance from Accident Site:</b>	25 Nautical Miles
<b>Observation Time:</b>	16:53 Local	<b>Direction from Accident Site:</b>	270°
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	13 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	190°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30 inches Hg	<b>Temperature/Dew Point:</b>	23°C / 13°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	HOUSTON , TX (5TA4)	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>		<b>Type of Clearance:</b>	
<b>Departure Time:</b>	17:00 Local	<b>Type of Airspace:</b>	Class E

## Airport Information

<b>Airport:</b>	WESTHEIMER AIR PARK 5TA4	<b>Runway Surface Type:</b>	Concrete
<b>Airport Elevation:</b>	117 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	29	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	2500 ft / 28 ft	<b>VFR Approach/Landing:</b>	Go around

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 None	<b>Latitude, Longitude:</b>	29.610364,-95.120697(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Ragogna, Jason
<b>Additional Participating Persons:</b>	JACOB D JOHNSON; HOUSTON , TX
<b>Original Publish Date:</b>	March 2, 2001
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	The NTSB traveled to the scene of this accident.
<b>Investigation Docket:</b>	<a href="https://data.ntsb.gov/Docket?ProjectID=49032">https://data.ntsb.gov/Docket?ProjectID=49032</a>

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