



Aviation Investigation Final Report

Location:	East Greenwich, New Jersey	Accident Number:	NYC01LA191
Date & Time:	July 28, 2001, 11:06 Local	Registration:	N246JC
Aircraft:	Mooney M20J	Aircraft Damage:	Substantial
Defining Event:		Injuries:	3 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

While departing from a turf runway, the pilot stated that he "must have lifted off early." As the airplane climbed, it "felt mushy", and started to drift to the left. The pilot then "lost control," and the airplane skidded across a soybean field, before coming to rest upright.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's premature liftoff which resulted in an inadvertent stall.

Findings

Occurrence #1: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Findings

1. (C) LIFT-OFF - PREMATURE - PILOT IN COMMAND
2. STALL/MUSH - INADVERTENT - PILOT IN COMMAND

Factual Information

On July 28, 2001, about 1106 eastern daylight time, a Mooney M20J, N246JC, was substantially damaged after impacting terrain while departing from Peaslees Airstrip (NJ25), East Greenwich, New Jersey. The certificated private pilot and two passengers were not injured. Visual meteorological conditions prevailed and no flight plan was filed for the personal flight conducted under 14 CFR Part 91.

According to the pilot, he was departing from the 2,207-foot long turf runway, when he "must have lifted off early." As the airplane climbed, it "felt mushy", and started to drift to the left. The pilot then "lost control," and the airplane skidded across a soybean field, before coming to rest upright.

The pilot did not report any abnormalities with the airplane or it's engine.

The winds reported at a nearby airport, about the time of the accident, were from 150 degrees at 5 knots.

Pilot Information

Certificate:	Private	Age:	47, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	September 14, 2000
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	January 16, 2001
Flight Time:	584 hours (Total, all aircraft), 268 hours (Total, this make and model), 455 hours (Pilot In Command, all aircraft), 12 hours (Last 90 days, all aircraft), 7 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Mooney	Registration:	N246JC
Model/Series:	M20J	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	24-1557
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	March 15, 2001 Annual	Certified Max Gross Wt.:	2740 lbs
Time Since Last Inspection:	34 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	2345 Hrs as of last inspection	Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	IO-360
Registered Owner:	James F. Schultes	Rated Power:	200 Horsepower
Operator:		Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	PHL,38 ft msl	Distance from Accident Site:	4 Nautical Miles
Observation Time:	10:54 Local	Direction from Accident Site:	10°
Lowest Cloud Condition:	Few / 4200 ft AGL	Visibility	10 miles
Lowest Ceiling:	Broken / 20000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.28 inches Hg	Temperature/Dew Point:	25°C / 12°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	East Greenwich, NJ (NJ25)	Type of Flight Plan Filed:	None
Destination:	Ocean City, NJ (26N)	Type of Clearance:	None
Departure Time:	10:30 Local	Type of Airspace:	Class G

Airport Information

Airport:	Peaslees Airstrip NJ25	Runway Surface Type:	Grass/turf
Airport Elevation:	99 ft msl	Runway Surface Condition:	Dry
Runway Used:	14	IFR Approach:	None
Runway Length/Width:	2207 ft / 195 ft	VFR Approach/Landing:	Unknown

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	2 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	3 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	Demko, Stephen
Additional Participating Persons:	James Mahieu; FAA; Philadelphia, PA
Original Publish Date:	June 18, 2002
Last Revision Date:	
Investigation Class:	Class
Note:	The NTSB traveled to the scene of this accident.
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=52851

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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](#).