Aviation Investigation Final Report

Location:	Hailey, Idaho	**Accident Number:**	SEA05LA129
Date & Time:	June 26, 2005, 12:54 Local	**Registration:**	N201U
Aircraft:	Mooney M20J	**Aircraft Damage:**	Substantial
Defining Event:		**Injuries:**	1 Serious
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot said that he had been cleared to land. He said that he was at approximately 300 feet above ground level (AGL) when the nose of his airplane pitched up approximately 15 degrees and the left wing dropped approximately 30 degrees. He said he "attempted to correct this condition with both the ailerons and rudder, with no results. It was as if the yoke was locked with a gust lock." The pilot said that he immediately checked the location of a flight bag and oxygen bottle that were on the floor in front of the front passenger 's seat to make certain that they were not interfering with the yoke or rudders, which they weren't. He said that he had been hand flying the airplane for several minutes, but he confirmed that the auto pilot was off. The pilot said that he believed that he was approaching a stall, so he increased power to full power. Soon, thereafter, he impacted the ground after approximately 160 degrees of left hand turn. A witness said that the airplane was on a 1/4 mile final with landing gear and flaps down. He said that it looked like the airplane started to go-around to the left with a high power setting. He said that when the airplane had turned approximately 180 degrees, its left wing impacted terrain and the airplane cartwheeled. Another witness said that the airplane was never more that 100 to 150 feet above the ground during this maneuver. The pilot had recently completed (June 5, 2005) a Mooney Pilot Proficiency Program, and received his FAA required flight review endorsement. He had flown the airplane approximately 31 hours during the previous 30 days. The density altitude at the time of the accident was calculated to be 7,292 feet.

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 aircraft control while on final approach for undetermined reasons.

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

Findings
1. (C) AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Findings
2. TERRAIN CONDITION - OPEN FIELD

Factual Information

On June 26, 2005, at 1254 mountain daylight time, a Mooney M20J, N201U, was substantially damaged during a landing attempt at Friedman Memorial Airport (SUN), Hailey, Idaho. The private pilot, the sole occupant in the aircraft, was seriously injured. The pilot/owner was conducting the flight under Title 14 CFR Part 91. Visual meteorological conditions prevailed for the cross-country personal flight which originated approximately 2 hours 24 minutes before the accident from Redmond, Oregon. The pilot had flown the 300 nautical mile trip on an IFR flight plan.

The pilot said that he had been cleared to land. He said that he was at approximately 300 feet above ground level (AGL) when the nose of his airplane pitched up approximately 15 degrees and the left wing dropped approximately 30 degrees. He said he "attempted to correct this condition with both the ailerons and rudder, with no results. It was as if the yolk was locked with a gust lock." The pilot said that he immediately checked the location of a flight bag and oxygen bottle that were on the floor in front of the front passenger 's seat to make certain that they were not interfering with the yolk or rudders, which they weren't. He said that he had been hand flying the airplane for several minutes, but he confirmed that the auto pilot was off. The pilot said that he believed that he was approaching a stall, so he increased power to full power. Soon, thereafter, he impacted the ground after approximately 160 degrees of left hand turn. The left wing was nearly separated from the aircraft, and the fuselage and empennage were both bent and wrinkled.

A witness said that the airplane was on a 1/4 mile final with landing gear and flaps down. He said that it looked like the airplane started to go-around to the left with a high power setting. He said that when the airplane had turned approximately 180 degrees, its left wing impacted terrain and the airplane cartwheeled. Another witness said that the airplane was never more that 100 to 150 feet above the ground during this maneuver.

The pilot had recently completed (June 5, 2005) a Mooney Pilot Proficiency Program, and received his FAA required flight review endorsement. He had flown the airplane approximately 31 hours during the previous 30 days. The density altitude at the time of the accident was calculated to be 7,292 feet.

Pilot Information

Certificate:	Private	**Age:**	60,Male
Airplane Rating(s):	Single-engine land	**Seat Occupied:**	Left
Other Aircraft Rating(s):	None	**Restraint Used:**	
Instrument Rating(s):	Airplane	**Second Pilot Present:**	
Instructor Rating(s):	None	**Toxicology Performed:**	No
Medical Certification:	Class 3 With waivers/limitations	**Last FAA Medical Exam:**	March 1, 2005
Occupational Pilot:	No	**Last Flight Review or Equivalent:**	June 1, 2005
Flight Time:	756 hours (Total, all aircraft), 347 hours (Total, this make and model), 673 hours (Pilot In Command, all aircraft), 32 hours (Last 90 days, all aircraft), 31 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Mooney	**Registration:**	N201U
Model/Series:	M20J	**Aircraft Category:**	Airplane
Year of Manufacture:		**Amateur Built:**	
Airworthiness Certificate:	Normal	**Serial Number:**	24-3156
Landing Gear Type:	Retractable - Tricycle	**Seats:**	4
Date/Type of Last Inspection:	May 1, 2005 Annual	**Certified Max Gross Wt.:**	2740 lbs
Time Since Last Inspection:	56 Hrs	**Engines:**	1 Reciprocating
Airframe Total Time:	2818 Hrs as of last inspection	**Engine Manufacturer:**	Lycoming
ELT:	Installed, activated, did not aid in locating accident	**Engine Model/Series:**	IO-360-A3B60
Registered Owner:	Frank H. Porter Jr.	**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:	SUN,5320 ft msl	**Distance from Accident Site:**	
Observation Time:	12:54 Local	**Direction from Accident Site:**	
Lowest Cloud Condition:	5000 ft AGL	**Visibility**	30 miles
Lowest Ceiling:	None	**Visibility (RVR):**	
Wind Speed/Gusts:	5 knots /	**Turbulence Type Forecast/Actual:**	/
Wind Direction:	190°	**Turbulence Severity Forecast/Actual:**	/
Altimeter Setting:	29.9 inches Hg	**Temperature/Dew Point:**	21°C / 7°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Redmond, OR (RDM)	**Type of Flight Plan Filed:**	IFR
Destination:	Hailey, ID (SUN)	**Type of Clearance:**	IFR
Departure Time:	09:30 Local	**Type of Airspace:**	

Airport Information

Airport:	Friedman Memorial Airport SUN	**Runway Surface Type:**	Asphalt
Airport Elevation:	5320 ft msl	**Runway Surface Condition:**	Dry
Runway Used:	31	**IFR Approach:**	Unknown
Runway Length/Width:	6952 ft / 100 ft	**VFR Approach/Landing:**	Full stop

Wreckage and Impact Information

Crew Injuries:	1 Serious	**Aircraft Damage:**	Substantial
Passenger Injuries:		**Aircraft Fire:**	None
Ground Injuries:	N/A	**Aircraft Explosion:**	None
Total Injuries:	1 Serious	**Latitude, Longitude:**	43.49472,-114.296669

Administrative Information

Investigator In Charge (IIC):	Struhsaker, James
Additional Participating Persons:	Judy Black; FAA FSDO; Boise, ID
Original Publish Date:	December 20, 2005
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=61801