



Aviation Investigation Final Report

Location:	COLUMBUS, Georgia	Incident Number:	ATL87IA032
Date & Time:	November 30, 1986, 11:08 Local	Registration:	N3782N
Aircraft:	MOONEY M20F	Aircraft Damage:	Minor
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation		

Analysis

PLT RPTED HE WAS DESCENDING IN IMC FOR INSTRUMENT APPROACH WHEN ENG QUIT, RESTARTED FOR 30 SEC AFTER SWITCHING FUEL TANKS, AND QUIT AGAIN. ACFT BROKE OUT OF CLOUDS ABOUT 700 FEET, PLT LANDED ON INTERSTATE. ENG EXAM SHOWED ALTERNATE AIR DOOR SEAL BLOCKING INJECTOR SERVO INTAKE. SERVICE INSTRUCTION FOR DOOR SPRING NOT COMPLIED WITH. LAST INSPECTION WAS ANNUAL 10 MONTHS BEFORE.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this incident to be:

Findings

Occurrence #1: LOSS OF ENGINE POWER(PARTIAL) - NONMECHANICAL
Phase of Operation: DESCENT - NORMAL

Findings
1. (C) INDUCTION AIR CONTROL/SYSTEM - BLOCKED(PARTIAL)

Occurrence #2: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

2. OBJECT - VEHICLE
3. PROPER GLIDEPATH - NOT POSSIBLE - PILOT IN COMMAND
4. WEATHER CONDITION - LOW CEILING

Factual Information

Pilot Information

Certificate:	Private	Age:	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:	November 25, 1985
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	7000 hours (Total, all aircraft), 4000 hours (Total, this make and model), 100 hours (Last 90 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	MOONEY	Registration:	N3782N
Model/Series:	M20F M20F	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	680117
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	Annual	Certified Max Gross Wt.:	2740 lbs
Time Since Last Inspection:	325 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	4300 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	I0-360-AIA
Registered Owner:	LARRY B. HOWARD	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:	Instrument (IMC)	Condition of Light:	Day
Observation Facility, Elevation:	CSG ,397 ft msl	Distance from Accident Site:	1 Nautical Miles
Observation Time:	10:53 Local	Direction from Accident Site:	135°
Lowest Cloud Condition:	Unknown	Visibility	6 miles
Lowest Ceiling:	Overcast / 1100 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	10 knots / 19 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	80°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	14°C / 13°C
Precipitation and Obscuration:	Light - None - Rain		
Departure Point:	CHAMBLEE , GA (PDK)	Type of Flight Plan Filed:	IFR
Destination:	COLUMBUS , GA (CSG)	Type of Clearance:	IFR
Departure Time:	10:15 Local	Type of Airspace:	Class D

Airport Information

Airport:	COLUMBUS METROPOLITAN CSG	Runway Surface Type:	Asphalt
Airport Elevation:	397 ft msl	Runway Surface Condition:	Wet
Runway Used:	5	IFR Approach:	ASR
Runway Length/Width:	6998 ft / 150 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Minor
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	32.550212,-84.920295(est)

Administrative Information

Investigator In Charge (IIC): Hicks, Preston

Additional Participating Persons: SHIRLAND KEMP; ATLANTA , GA

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=7327>

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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](#).