



Aviation Investigation Final Report

Location:	AUGUSTA, Georgia	Incident Number:	ATL90IA087
Date & Time:	March 25, 1990, 18:05 Local	Registration:	N1024Z
Aircraft:	MOONEY M-20L	Aircraft Damage:	Minor
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

WHILE PRACTICING TOUCH AND GO LANDINGS, THE PILOT REPORTED INSUFFICIENT ENGINE POWER ON THE GO PORTION OF THE PROCEDURE. THE PILOT STATED THAT THE AIRPLANE WOULD NOT DEVELOP SUFFICIENT POWER FOR WHAT HE BELIEVED TO BE A SAFE CLIMBOUT. HE ELECTED TO ABORT THE CLIMB AND LANDED ON THE REMAINING RUNWAY WITH THE LANDING GEAR RETRACTED. THE AIRPLANE CAME TO REST ABOUT 4000 FEET FROM THE DEPARTURE END OF THE RUNWAY. RUNWAY 35 IS 8000 FEET LONG. THE AIRPLANE SUSTAINED MINOR STRUCTURAL DAMAGE. SUBSEQUENT INSPECTIONS AND OPERATIONAL CHECKS OF THE ENGINE AND RELATED SYSTEMS FAILED TO DISCLOSE ANY PERFORMANCE PROBLEM WITH THE ENGINE. THERE WERE NO MECHANICAL OR OPERATIONAL PROBLEMS FOUND WITH THE AIRFRAME OR ITS SUBSYSTEMS. THE REASON FOR THE REPORTED POWER PERFORMANCE PROBLEMS WAS NOT DETERMINED.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this incident to be: THE REPORTED PERFORMANCE PROBLEM DURING CLIMBOUT WAS UNDETERMINED. THE PILOT'S DECISION TO LAND WITH THE LANDING GEAR RETRACTED CONTRIBUTED TO THE MINOR DAMAGE SUSTAINED.

Findings

Occurrence #1: LOSS OF ENGINE POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. (C) REASON FOR OCCURRENCE UNDETERMINED

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: LANDING

Findings

2. PRECAUTIONARY LANDING - INITIATED - PILOT IN COMMAND

3. (C) IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND

4. (F) GEAR EXTENSION - NOT PERFORMED - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Private	Age:	51, 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--no waivers/lim.	Last FAA Medical Exam:	January 9, 1990
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	350 hours (Total, all aircraft), 150 hours (Total, this make and model), 250 hours (Pilot In Command, all aircraft), 75 hours (Last 90 days, all aircraft), 50 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	MOONEY	Registration:	N1024Z
Model/Series:	M-20L M-20L	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	26-0041
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	November 1, 1989 100 hour	Certified Max Gross Wt.:	2900 lbs
Time Since Last Inspection:	50 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	191 Hrs	Engine Manufacturer:	Porsche
ELT:	Installed, not activated	Engine Model/Series:	PFM 3200-N03
Registered Owner:	GEORGE LIONEL ZUMBRO, JR.	Rated Power:	217 Horsepower
Operator:	LIONEL G. ZUMBRO, JR	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:	AGS, 145 ft msl	Distance from Accident Site:	
Observation Time:	18:03 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Scattered / 6500 ft AGL	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	9 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	290°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	21°C / 10°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	17:00 Local	Type of Airspace:	Class E

Airport Information

Airport:	BUSH FIELD AGS	Runway Surface Type:	Concrete
Airport Elevation:	145 ft msl	Runway Surface Condition:	Dry
Runway Used:	35	IFR Approach:	None
Runway Length/Width:	8000 ft / 150 ft	VFR Approach/Landing:	Touch and go

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:	33.449035,-81.990768(est)

Administrative Information

Investigator In Charge (IIC):	Powell, Phillip
Additional Participating Persons:	ROCHELLE BRISCO; ATLANTA , GA
Original Publish Date:	December 30, 1992
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=8156

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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](#).