



Aviation Investigation Final Report

Location:	GEORGETOWN, South Carolina	Accident Number:	ATL90LA028
Date & Time:	November 18, 1989, 15:15 Local	Registration:	N1253X
Aircraft:	MOONEY M20E	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Minor, 1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE STUDENT PILOT REPORTED THAT HE LOST CONTROL OF THE AIRPLANE DURING LANDING AND VEERED OFF OF THE RUNWAY. THE FLIGHT WAS HIS FIRST SOLO. CONTROL WAS REGAINED BUT THE AIRPLANE COLLIDED WITH A FIRST SOLO. CONTROL WAS REGAINED BUT THE AIRPLANE COLLIDED WITH A DIRT BERM WHICH WAS LEFT FROM THE CONSTRUCTION OF A DRAINAGE DITCH. THE AIRPLANE THEN NOSED OVER. THE PILOT REPORTED NO MECHANICAL MALFUNCTIONS. HIS REPORT LISTED 17 TOTAL FLIGHT HOURS WITHIN THE PREVIOUS 90 DAYS AND NO N FLIGHT HOURS WITHIN 30 DAYS OF THE ACCIDENT.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE STUDENT PILOT'S FAILURE TO MAINTAIN DIRECTIONAL CONTROL DURING LANDING. A FACTOR WAS THE STUDENT'S LACK OF RECENT EXPERIENCE.

Findings

Occurrence #1: LOSS OF ENGINE POWER
Phase of Operation: CRUISE - NORMAL

Findings

1. (C) REASON FOR OCCURRENCE UNDETERMINED

Occurrence #2: FORCED LANDING
Phase of Operation: DESCENT - EMERGENCY

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

2. TERRAIN CONDITION - WET

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-w/ waivers/lim	Last FAA Medical Exam:	January 5, 1989
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	470 hours (Total, all aircraft), 396 hours (Total, this make and model), 337 hours (Pilot In Command, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	MOONEY	Registration:	N1253X
Model/Series:	M20E M20E	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	126
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	January 4, 1989 Annual	Certified Max Gross Wt.:	2575 lbs
Time Since Last Inspection:	4 Hrs	Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	IO-360-A1A
Registered Owner:	GLENN T. RUSS	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:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	CHS ,45 ft msl	Distance from Accident Site:	35 Nautical Miles
Observation Time:	15:50 Local	Direction from Accident Site:	225°
Lowest Cloud Condition:	Unknown	Visibility	15 miles
Lowest Ceiling:	Broken / 25000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	270°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	16°C / -2°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	N. MYRTLE BEACH, SC (CRE)	Type of Flight Plan Filed:	None
Destination:	VENICE , FL (VNC)	Type of Clearance:	None
Departure Time:	14:35 Local	Type of Airspace:	Class E

Airport Information

Airport:		Runway Surface Type:	
Airport Elevation:	40 ft msl	Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Forced landing

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor, 1 None	Latitude, Longitude:	33.359645,-79.289367(est)

Administrative Information

Investigator In Charge (IIC):	Strickland, Scott
Additional Participating Persons:	LEWIS W BLACKWELL; COLUMBIA , SC
Original Publish Date:	June 26, 1992
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=8181

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](#).