



Aviation Investigation Final Report

Location:	MARION, Ohio	Accident Number:	BF094LA145
Date & Time:	August 23, 1994, 15:45 Local	Registration:	N778R
Aircraft:	MOONEY M-20B	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The airplane lost engine power after about an hour of flight that included the pilot practicing maneuvers and doing touch and go landings. The pilot did a forced landing into a cornfield where the airplane struck a ditch. The pilot reported that before the power loss occurred, he had first slowed and then tried to accelerate the airplane, but the engine did not respond to throttle application. Examination of the airplane revealed the throttle cable disconnected from the carburetor.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: Inadequate maintenance which resulted in the throttle cable becoming disconnected from the carburetor.

Findings

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

Findings

1. THROTTLE/POWER LEVER,CABLE - DISCONNECTED
2. (C) MAINTENANCE - INADEQUATE - OTHER MAINTENANCE PERSONNEL

Occurrence #2: FORCED LANDING

Phase of Operation: EMERGENCY DESCENT/LANDING

Occurrence #3: ON GROUND/WATER COLLISION WITH OBJECT

Phase of Operation: LANDING - ROLL

Findings

3. TERRAIN CONDITION - CROP

Factual Information

On August 23, 1994, about 1545 hours eastern daylight time, a Mooney M20B, N778R, a personal flight, lost engine power and was forced landed in a field at Marion, Ohio. Visual meteorological conditions existed. The pilot and passenger were not injured. The airplane was substantially damaged. The departure point was Marion, Ohio. The local flight was operated under 14 CFR Part 91.

After takeoff, the pilot climbed to 3000 feet msl and practiced some maneuvers. He returned to Marion and did touch and go landings. He departed Marion and shortly afterward the power loss occurred after he first slowed and then tried to accelerate the airplane.

According to the pilot, "I then experienced throttle failure, moved free in and out with no response. I tried for Marion, could not make airport. (I) looked for a suitable landing, lined up with road, gear down and locked, I secured engine for landing.

As I touched (down) the left wing caught a field of corn turning aircraft into a ditch.

Examination of the airplane revealed the throttle cable had disconnected from the carburetor.

Pilot Information

Certificate:	Commercial; Flight instructor; Private	Age:	30,U
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine; Instrument airplane	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	September 7, 1993
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	950 hours (Total, all aircraft), 1 hours (Total, this make and model), 900 hours (Pilot In Command, all aircraft), 50 hours (Last 90 days, all aircraft), 25 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	MOONEY	Registration:	N778R
Model/Series:	M-20B M-20B	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	1903
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	March 1, 1994 Annual	Certified Max Gross Wt.:	2450 lbs
Time Since Last Inspection:	11 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	2640 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	O-360-A1D
Registered Owner:	CHRIS ROBINSON	Rated Power:	180 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:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	20 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	27°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	11:45 Local	Type of Airspace:	

Airport Information

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

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	40.579971,-83.119056(est)

Administrative Information

Investigator In Charge (IIC):	Childress, Richard
Additional Participating Persons:	LOIS MAUST; COLUMBUS , OH
Original Publish Date:	May 16, 1995
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=8965

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](#).