



National Transportation Safety Board Aviation Accident Final Report

Location:	PARKER, PA	Accident Number:	NYC00LA115
Date & Time:	04/01/2000, 1700 EST	Registration:	N737HB
Aircraft:	Mooney M-20F	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None

Flight Conducted Under: Part 91: General Aviation - Personal

Analysis

The pilot decided to conduct a simulated engine failure over an agricultural field, with an intended recovery at '60-70 feet above the ground.' When he was satisfied that he 'made the field,' a flock of geese distracted him, and the airplane struck a wire. The pilot then returned to the originating airport to assess the damage to the airplane.

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 an adequate visual lookout, due to his distraction with a flock of birds. A factor was the pilot's improper in flight decision to continue the simulated engine failure to too low of an altitude.

Findings

Occurrence #1: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: DESCENT

Findings

1. OBJECT - BIRD(S)
2. (C) VISUAL LOOKOUT - NOT MAINTAINED - PILOT IN COMMAND
3. (F) IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
4. ALTITUDE - LOW - PILOT IN COMMAND

Factual Information

On April 1, 2000, about 1700 Eastern Standard Time, a Mooney M-20F, N737HB, was substantially damaged while practicing a simulated engine failure, near Parker, Pennsylvania. The certificated private pilot was not injured. Visual meteorological conditions prevailed and no flight plan was filed for the flight between the Clarion County Airport (AXQ), Clarion, Pennsylvania, and the Venango Regional Airport (FKL), Franklin, Pennsylvania. The personal flight was conducted under 14 CFR Part 91.

The pilot stated that he departed about 1600. While en route, he decided to conduct a simulated engine failure over an agricultural field, with an intended recovery at "60-70 feet above the ground." When the pilot was satisfied that he "made the field," a flock of geese distracted him and he struck a wire. The pilot then returned to AXQ to assess the damage to the airplane.

A Federal Aviation Administration (FAA) inspector reported that the right wing, right aileron and the horizontal stabilizer were substantially damaged.

Pilot Information

Certificate:	Private	Age:	61, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	10/12/1999
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	1081 hours (Total, all aircraft), 30 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	Mooney	Registration:	N737HB
Model/Series:	M-20F M-20F	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	670469
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	10/11/1999, Annual	Certified Max Gross Wt.:	2740 lbs
Time Since Last Inspection:	35 Hours	Engines:	1 Reciprocating
Airframe Total Time:	1600 Hours	Engine Manufacturer:	Lycoming
ELT:		Engine Model/Series:	IO-360
Registered Owner:	GARY GALLAGHER	Rated Power:	200 hp
Operator:	GARY GALLAGHER	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	YNG, 1183 ft msl	Distance from Accident Site:	42 Nautical Miles
Observation Time:	1651 EST	Direction from Accident Site:	270°
Lowest Cloud Condition:	Scattered / 12000 ft agl	Visibility	10 Miles
Lowest Ceiling:	Broken / 22000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	9 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	220°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	18° C / -2° C
Precipitation and Obscuration:			
Departure Point:	CLARION, PA (AXQ)	Type of Flight Plan Filed:	None
Destination:	FRANKLIN, PA (FKL)	Type of Clearance:	None
Departure Time:	1600 EST	Type of Airspace:	Class G

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC): PAUL COX Report Date: 03/02/2001

Additional Participating Persons: TERRY RICKER; ALLEGHENY, PA

Publish Date:

Investigation Docket: NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at pubinq@ntsb.gov, or at 800-877-6799. Dockets released after this date are available at <http://dms.nts.gov/pubdms/>.

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The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).