



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	PARKER, PA	<b>Accident Number:</b>	NYC00LA115
<b>Date &amp; Time:</b>	04/01/2000, 1700 EST	<b>Registration:</b>	N737HB
<b>Aircraft:</b>	Mooney M-20F	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	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

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

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	61
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Instrument Rating(s):</b>	None
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	1081 hours (Total, all aircraft), 30 hours (Total, this make and model)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Mooney	<b>Registration:</b>	N737HB
<b>Model/Series:</b>	M-20F M-20F	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	GARY GALLAGHER	<b>Engine Manufacturer:</b>	Lycoming
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	IO-360
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	YNG, 1183 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	Broken / 22000 ft agl	<b>Wind Speed/Gusts, Direction:</b>	9 knots / , 220°
<b>Temperature:</b>	18° C	<b>Visibility</b>	10 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	CLARION, PA (AXQ)	<b>Destination:</b>	FRANKLIN, PA (FKL)

## Wreckage and Impact Information

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

## Administrative Information

<b>Investigator In Charge (IIC):</b>	PAUL COX	<b>Adopted Date:</b>	03/02/2001
<b>Investigation Docket:</b>	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 <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

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