



## National Transportation Safety Board Aviation Accident Factual Report

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<b>Location:</b>	GODLEY, TX	<b>Accident Number:</b>	FTW00LA191
<b>Date &amp; Time:</b>	07/01/2000, 1630 CDT	<b>Registration:</b>	N231RR
<b>Aircraft:</b>	Mooney M20K	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 Minor

**Flight Conducted Under:** Part 91: General Aviation - Personal

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On July 1, 2000, at 1630 central daylight time, a Mooney M20K airplane, N231RR, was substantially damaged when it impacted a fence and trees during takeoff from a field near Godley, Texas. The commercial pilot, who was the registered owner of the airplane and the sole occupant, received minor injuries. Visual meteorological conditions prevailed and a flight plan was not filed for the 14 Code of Federal Regulations Part 91 personal flight. The flight originated from Cleburne, Texas, at 1600, and was destined for Fort Worth, Texas.

According to a written statement provided by the pilot, who is also an aircraft mechanic, he had just completed a 100-hour inspection on his airplane and "inadvertently left the magneto 'P' leads disconnected after the mag[neto] check." The pilot stated that he experienced a loss of engine power while en route to Fort Worth and performed a successful emergency landing in a field. The pilot stated that he "reconnected the 'P' leads, checked the mag[netos] and attempted a takeoff-estimating that I had plenty of takeoff distance." He reported that the wind was calm and the fuel tanks were almost full. He added that the ground was slightly soft. The pilot stated that the acceleration was "normal;" however, when the airplane lifted off of the ground it "skipped and settled two or three times." The pilot aborted the takeoff "too late to keep from plowing through some small trees." The pilot reported that he "misjudged the distance required on the (slightly) soft field." The FAA inspector stated that the left wing was separated from the airplane and the right wing was structurally damaged.

## Pilot Information

<b>Certificate:</b>	Commercial; Flight Engineer	<b>Age:</b>	61, Male
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt, Shoulder harness
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 Valid Medical--w/ waivers/lim.	<b>Last FAA Medical Exam:</b>	09/01/1998
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	3091 hours (Total, all aircraft), 111 hours (Total, this make and model), 2838 hours (Pilot In Command, all aircraft), 8 hours (Last 90 days, all aircraft), 1 hours (Last 30 days, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Mooney	<b>Registration:</b>	N231RR
<b>Model/Series:</b>	M20K M20K	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	250072
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	07/01/2000, 100 Hour	<b>Certified Max Gross Wt.:</b>	2900 lbs
<b>Time Since Last Inspection:</b>	1 Hours	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	Continental
<b>ELT:</b>	Installed, activated, did not aid in locating accident	<b>Engine Model/Series:</b>	TSIO-360-GB
<b>Registered Owner:</b>	LARRY N. LYDICK	<b>Rated Power:</b>	210 hp
<b>Operator:</b>	LARRY N. LYDICK	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	FTW, 710 ft msl	Distance from Accident Site:	23 Nautical Miles
Observation Time:	1653 CDT	Direction from Accident Site:	200°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	10 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	11 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	100°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	31° C / 21° C
Precipitation and Obscuration:			
Departure Point:	CLEBURNE, TX (F18)	Type of Flight Plan Filed:	None
Destination:	FORT WORTH, TX (T67)	Type of Clearance:	None
Departure Time:	1600 CDT	Type of Airspace:	Class G

## Wreckage and Impact Information

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

## Administrative Information

Investigator In Charge (IIC):	NICOLE LUPINO
Additional Participating Persons:	STEVE SORICH; FORT WORTH, TX
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 <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> .