



National Transportation Safety Board Aviation Accident Final Report

Location:	GODLEY, TX	Accident Number:	FTW00LA191
Date & Time:	07/01/2000, 1630 CDT	Registration:	N231RR
Aircraft:	Mooney M20K	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Minor
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The pilot, who is also an aircraft mechanic, had just completed a 100-hour inspection on his airplane, and he inadvertently left the magneto P-leads disconnected. While in cruise flight, the engine lost power, and the pilot made a successful emergency landing in a field. The pilot stated that he reconnected the P-leads, checked the magnetos, and attempted a takeoff from the field. He 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 stated that he misjudged the distance required to takeoff from the soft field.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's inadequate preflight planning and his delay in aborting the takeoff.

Findings

Occurrence #1: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: TAKEOFF - ABORTED

Findings

1. OBJECT - TREE(S)
2. (C) PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. (C) ABORTED TAKEOFF - DELAYED - PILOT IN COMMAND

Factual Information

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

Certificate:	Commercial; Flight Engineer	Age:	61, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	09/01/1998
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	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

Aircraft Make:	Mooney	Registration:	N231RR
Model/Series:	M20K M20K	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	250072
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	07/01/2000, 100 Hour	Certified Max Gross Wt.:	2900 lbs
Time Since Last Inspection:	1 Hours	Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Continental
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	TSIO-360-GB
Registered Owner:	LARRY N. LYDICK	Rated Power:	210 hp
Operator:	LARRY N. LYDICK	Operating Certificate(s) Held:	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 Report Date: 12/04/2000

Additional Participating Persons: STEVE SORICH; FORT WORTH, TX

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](#).