



National Transportation Safety Board Aviation Accident Data Summary

Location:	BETHANY, OK	Accident Number:	FTW90DPJ04
Date & Time:	04/02/1990, 2246 CST	Registration:	N3514X
Aircraft:	MOONEY M20F	Injuries:	1 Fatal
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

DURING A NIGHT VFR APPROACH TO THE AIRPORT, WITNESSES SAW THE AIRPLANE START A TURN TO BASE LEG AND THEN SPIN INTO THE GROUND. THE AIRPLANE WAS DEMOLISHED BY IMPACT AND THE PRIVATE PILOT RECEIVED FATAL INJURIES. THE FLIGHT HAD ORIGINATED IN CHESTER, SC ON THE DAY OF THE ACCIDENT. THE PILOT HAD RECEIVED HIS PILOT'S LICENSE ON MARCH 24, 1990, HAD FLOWN THE AIRPLANE TO SOUTH CAROLINA ON MARCH 28, 1990, AND WAS ON HIS WAY BACK TO ARIZONA TO VISIT HIS SICK FATHER. THE PILOT'S TOTAL FLYING TIME WAS 106 HOURS, OF WHICH 6.7 HOURS HAD BEEN FLOWN AT NIGHT.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: LOSS OF CONTROL IN FLIGHT WHEN THE PILOT STALLED AND SPUN THE AIRPLANE INADVERTENTLY WHILE TURNING TO THE BASE LEG. A FACTOR WAS LACK OF NIGHT FLYING TIME.

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: APPROACH - VFR PATTERN - BASE TURN

Findings

1. LIGHT CONDITION - NIGHT
2. (C) STALL/SPIN - INADVERTENT - PILOT IN COMMAND
3. (F) LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT

Occurrence #3: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: OTHER

Findings

4. (F) OBJECT - FENCE

Pilot Information

Certificate:	Private	Age:	32
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	None
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	106 hours (Total, all aircraft), 26 hours (Total, this make and model), 54 hours (Pilot In Command, all aircraft), 66 hours (Last 90 days, all aircraft), 47 hours (Last 30 days, all aircraft), 9 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	MOONEY	Registration:	N3514X
Model/Series:	M20F M20F	Engines:	1 Reciprocating
Operator:	NICHOLSON, DAVID ROBERT	Engine Manufacturer:	LYCOMING
Operating Certificate(s) Held:		Engine Model/Series:	IO-360-AIA
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	PWA, 1299 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	None / 0 ft agl	Wind Speed/Gusts, Direction:	3 knots / , 340°
Temperature:	8°C	Visibility	20 Miles
Precipitation and Obscuration:			
Departure Point:	ST. LOUIS, MO (3WE)	Destination:	OKLAHOMA CITY, OK (PWA)

Airport Information

Airport:	WILEY POST (PWA)	Runway Surface Type:	Concrete
Runway Used:	35	Runway Surface Condition:	Dry
Runway Length/Width:	7198 ft / 150 ft		

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC): LLOYD R COOK

Adopted Date: 09/28/1992

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/>.

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

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.