



National Transportation Safety Board Aviation Accident Data Summary

Location:	GLADEWATER, TX	Accident Number:	FTW87FA043
Date & Time:	01/03/1987, 1320 CST	Registration:	N201AV
Aircraft:	MOONEY M20J	Injuries:	1 Fatal
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

THE PILOT DEPARTED INTO LOW OVERCAST CLOUDS (ABOUT 200 FOOT CEILING) WITH ONE TO TWO MILES VISIBILITY IN LIGHT RAIN AND FOG. HE DID NOT FILE A FLIGHT PLAN ALTHOUGH HE WAS INSTRUMENT RATED. HIS CURRENCY FOR FLIGHT IN INSTRUMENT CONDITIONS ARE UNKNOWN. IMMEDIATELY AFTER ENTERING THE CLOUDS THE PILOT INITIATED A CLIMBING LEFT TURN OF ABOUT 150-160 DEGREES. ABOUT A MINUTE LATER THE AIRCRAFT CRASHED 1.5 MILES SOUTH OF THE DEPARTURE AIRPORT. IMPACT OCCURRED IN A STEEP NOSE DOWN ATTITUDE OF 60-75 DEGREES AND AT A HIGH RATE OF SPEED. NO EVIDENCE OF PRE-IMPACT MECHANICAL FAILURE OR MALFUNCTION WAS FOUND. THE CLIMBING LEFT TURN IMMEDIATELY AFTER ENTERING THE CLOUDS WOULD HAVE BEEN CONDUCIVE TO SPATIAL DISORIENTATION.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: MANEUVERING

Findings

1. (C) SPATIAL DISORIENTATION - PILOT IN COMMAND
2. (F) OVERCONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
3. LIGHT CONDITON - DAYLIGHT
4. (F) WEATHER CONDITION - LOW CEILING
5. (F) PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND
6. (C) AIRCRAFT HANDLING - IMPROPER - PILOT IN COMMAND

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

Pilot Information

Certificate:	Commercial	Age:	43
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Instrument Rating(s):	None
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	2000 hours (Total, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	MOONEY	Registration:	N201AV
Model/Series:	M20J M20J	Engines:	1 Reciprocating
Operator:	CLIFFORD E. JOHNSON	Engine Manufacturer:	LYCOMING
Operating Certificate(s) Held:	None	Engine Model/Series:	IO-360-A3B6D
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Day
Observation Facility, Elevation:	TYR, 544 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	Overcast / 200 ft agl	Wind Speed/Gusts, Direction:	13 knots / , 330°
Temperature:	7°C	Visibility	1 Miles
Precipitation and Obscuration:			
Departure Point:	GLADEWATER, TX (07F)	Destination:	HOUSTON, TX (IAH)

Airport Information

Airport:	GLADEWATER MUNICIPAL (07F)	Runway Surface Type:	
Runway Used:	0	Runway Surface Condition:	
Runway Length/Width:			

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): J O JOHNSON Adopted Date: 03/21/1988

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.