



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	KERRVILLE, TX	<b>Accident Number:</b>	FTW87LA024
<b>Date &amp; Time:</b>	12/01/1986, 1800 CST	<b>Registration:</b>	N1970Y
<b>Aircraft:</b>	MOONEY M20D	<b>Injuries:</b>	1 Serious
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Analysis

THE PILOT WAS UNABLE TO EXTEND THE LANDING GEAR IN PREPARATION FOR LANDING. TROUBLESHOOTING AND SEVERAL ATTEMPTS TO EXTEND THE GEAR FAILED. THE PILOT THEN MADE A 360 DEGREE TURN OVER THE AIRPORT TO LOSE ALTITUDE DURING WHICH, HE SECURED THE ENGINE AND STOPPED THE PROPELLER IN A HORIZONTAL POSITION TO MINIMIZE DAMAGE. THE PILOT REALIZED AFTER 270 DEGREES OF TURN THAT INSUFFICIENT ALTITUDE REMAINED TO REACH THE RUNWAY. THE AIRCRAFT WAS SUBSEQUENTLY LANDED ON ROUGH TERRAIN SHORT OF RUNWAY 30. POST ACCIDENT INSPECTION REVEALED THE NOSE GEAR TIRE WAS HANGING UP ON THE GEAR DOOR DURING EXTENSION. THE NOSE GEAR TIRE WAS FOUND TO BE INFLATED TO 40 PSI. THE MAINTENANCE MANUAL CALL FOR AN INFLATION PRESSURE OF 30 PSI.

## Probable Cause

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

## Findings

Occurrence #1: AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation: APPROACH

### Findings

1. (C) LANDING GEAR,NOSE GEAR - MOVEMENT RESTRICTED
2. (C) GEAR EXTENSION - NOT POSSIBLE - PILOT IN COMMAND
3. (C) LANDING GEAR,TIRE - JAMMED
4. (C) LANDING GEAR,TIRE - PRESSURE EXCESSIVE

Occurrence #2: UNDERSHOOT  
Phase of Operation: LANDING - FLARE/TOUCHDOWN

### Findings

5. (F) IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
6. (F) ALTITUDE - INADEQUATE - PILOT IN COMMAND

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: LANDING - FLARE/TOUCHDOWN

## Findings

### 7. (F) TERRAIN CONDITION - ROUGH/UNEVEN

#### Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	63
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Instrument Rating(s):</b>	Airplane
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	3816 hours (Total, all aircraft), 1394 hours (Total, this make and model), 3753 hours (Pilot In Command, all aircraft), 31 hours (Last 90 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

#### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	MOONEY	<b>Registration:</b>	N1970Y
<b>Model/Series:</b>	M20D M20D	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	CHESTER N. STEELE	<b>Engine Manufacturer:</b>	LYCOMING
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	O-360-A2D
<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>	SAT, 809 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	None / 0 ft agl	<b>Wind Speed/Gusts, Direction:</b>	7 knots / , 340°
<b>Temperature:</b>	12° C	<b>Visibility</b>	20 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	SAN ANTONIO, TX (SAT)	<b>Destination:</b>	

#### Airport Information

<b>Airport:</b>	KERRVILLE (ERV)	<b>Runway Surface Type:</b>	
<b>Runway Used:</b>	30	<b>Runway Surface Condition:</b>	
<b>Runway Length/Width:</b>	4400 ft / 100 ft		

#### Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Serious	<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

Investigator In Charge (IIC): U DICKENS

Adopted 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](mailto: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.