



National Transportation Safety Board Aviation Accident Data Summary

Location:	HANKSVILLE, UT	Accident Number:	DEN82DA077
Date & Time:	05/01/1982, 1309 MDT	Registration:	N6032Q
Aircraft:	MOONEY M20E	Injuries:	3 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

THE PILOT STATED THAT DURING THE LANDING TOUCHDOWN ON RUNWAY 19, A GUST OF WIND FROM ABOUT 270 DEGREES WAS ENCOUNTERED AND THE PLANE VEERED TO THE LEFT. THE PILOT REPORTED THAT HE HAD APPLIED CORRECTIVE ACTION, AND THE PLANE WAS TRACKING BACK TO THE RUNWAY, WHEN THE LEFT GEAR STRUCK A RUNWAY MARKER AND FAILED. SUBSEQUENTLY, THE PLANE VEERED BACK TO THE LEFT, HIT ANOTHER RUNWAY MARKER, AND THEN HIT A FENCE. DURING THE ACCIDENT SEQUENCE, THE OTHER TWO LANDING GEAR FAILED. THE ELEVATION OF THE AIRPORT WAS 4167 FT.

Probable Cause

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

Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

1. WEATHER CONDITION - HIGH DENSITY ALTITUDE
2. (F) WEATHER CONDITION - CROSSWIND
3. (F) WEATHER CONDITION - GUSTS
4. (C) COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
5. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
6. (C) GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

Occurrence #2: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: LANDING - ROLL

Findings

7. (F) OBJECT - RUNWAY LIGHT

Occurrence #3: COMPLETE GEAR COLLAPSED
Phase of Operation: LANDING - ROLL

Findings

8. LANDING GEAR - OVERLOAD

Pilot Information

Certificate:	Private	Age:	50
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	None
Other Aircraft Rating(s):		Instructor Rating(s):	None
Flight Time:	1641 hours (Total, all aircraft), 836 hours (Total, this make and model), 1168 hours (Pilot In Command, all aircraft), 20 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	MOONEY	Registration:	N6032Q
Model/Series:	M20E M20E	Engines:	1 Reciprocating
Operator:	EDWARD W. ONKEN	Engine Manufacturer:	LYCOMING
Operating Certificate(s) Held:		Engine Model/Series:	IO-360-A1A
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Weather Information Source:	Unknown
Lowest Ceiling:	Unknown / 0 ft agl	Wind Speed/Gusts, Direction:	7 knots / , 210°
Temperature:	70° C	Visibility	30 Miles
Precipitation and Obscuration:			
Departure Point:	GRAND JUNCTION, CO (GJC)	Destination:	GLEN CANYON, UT (U07)

Airport Information

Airport:	BULLFROG BASIN (U07)	Runway Surface Type:	Asphalt
Runway Used:	19	Runway Surface Condition:	Dry
Runway Length/Width:	3500 ft / 40 ft		

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	2 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Latitude, Longitude:			

Administrative Information

Investigator In Charge (IIC):

Adopted Date: 05/01/1983

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.