



National Transportation Safety Board Aviation Accident Data Summary

Location:	De Lancey, NY	Accident Number:	NYC03LA145
Date & Time:	07/01/2003, 1430 EDT	Registration:	N1084B
Aircraft:	Mooney M20J	Injuries:	2 None
Flight Conducted Under:	Part 91: General Aviation - Positioning		

Analysis

The pilot experienced a power loss while en route, and performed a forced landing with no damage into a field that had once been an airport. The airplane was repaired and the pilot prepared for departure. A farmer cut the grass in the field in a 1,500 foot long, by 50 foot wide area for the pilot to use as a runway. An additional 1,600 had recently been cut by the farmer, and it was not re-cut. The pilot reported he attempted a short field takeoff, lifted at 65 to 70 kts, and the airplane did not climb, He settled back, gained more speed and attempted to lift off again. The airplane would not climb, the trees were approaching, and he aborted the takeoff. The airplane struck trees. The on-board passenger reported that the airplane lifted off at 65 kts, nose high, and settled back on the ground, bounced up again, and then the pilot cut the power. A witness said the airplane became airborne in a nose high pitch attitude, settled back to the ground, became airborne again in a nose high pitch attitude. The pilot cut the power and the airplane struck trees. There were no reported problems with the airplane or engine. According to the FAA approved AFM, the airspeed that the pilot reported he used for takeoff were greater than those specified. The field was located in the bottom of a canyon that was about 1,500 feet wide, and would have required the pilot to climb out while remaining below the top of the surrounding terrain.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's delayed decision to perform an aborted takeoff, which did not allow for sufficient room to stop. A factor was the grass runway.

Findings

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

Findings

1. (F) TERRAIN CONDITION - GRASS
2. (C) ABORTED TAKEOFF - DELAYED - PILOT IN COMMAND
3. OBJECT - TREE(S)

Pilot Information

Certificate:	Commercial	Age:	73
Airplane Rating(s):	Multi-engine Land; Multi-engine Sea; Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	10000 hours (Total, all aircraft), 800 hours (Total, this make and model), 10 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Mooney	Registration:	N1084B
Model/Series:	M20J	Engines:	1 Reciprocating
Operator:	On file	Engine Manufacturer:	Lycoming
Operating Certificate(s) Held:	None	Engine Model/Series:	IO-360-A
Flight Conducted Under:	Part 91: General Aviation - Positioning		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	BGM, 1636 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	None	Wind Speed/Gusts, Direction:	9 knots / 14 knots, 340°
Temperature:	24° C	Visibility	10 Miles
Precipitation and Obscuration:			
Departure Point:	De Lancey, NY (NONE)	Destination:	Dolestown, PA (DYL)

Airport Information

Airport:	Bishop Airstrip (NONE)	Runway Surface Type:	Grass/turf
Runway Used:	01	Runway Surface Condition:	Dry
Runway Length/Width:	1600 ft / 50 ft		

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Latitude, Longitude:	42.225278, -74.962778		

Administrative Information

Investigator In Charge (IIC): Robert L Hancock

Adopted Date: 07/29/2004

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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