



## National Transportation Safety Board Aviation Accident Factual Report

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<b>Location:</b>	Fort Pierce, FL	<b>Accident Number:</b>	MIA06LA058
<b>Date &amp; Time:</b>	03/01/2006, 1240 EST	<b>Registration:</b>	N511G
<b>Aircraft:</b>	Mooney M20J	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 Minor
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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On March 1, 2006, about 1240 eastern standard time, a Mooney M-20J, N511G, registered to and operated by a private individual, as a Title 14 CFR part 91 personal flight, incurred a loss of engine power while climbing to cruise altitude, and the pilot made a forced landing in Fort Pierce Florida. Visual meteorological conditions prevailed, and no flight plan was filed. The private-rated pilot received minor injuries, and the airplane incurred substantial damage. The flight originated in Fort Pierce, Florida, the same day, about 1230.

According to the pilot, about 8 to 10 minutes after takeoff, while still climbing, at an altitude of about 5,000 feet, the airplane lost engine power. The pilot further stated that the gauges showed about 1,000 rpm, and the manifold pressure remained at 25 inches. He said he operated the throttle, and observed instruments while attempting to regain power, but he could not regain power or determine the reason for the power loss. He said he turned the airplane back towards Fort Pierce, Florida, and as it glided towards the airport, he communicated with the air traffic control tower controller, and declared an emergency. As the airplane glided toward the airport the pilot said he became less certain that he would reach it, so he selected a clearing in which to execute a forced landing. Upon reaching 900 feet, he abandoned the approach to the airport and made an approach to a clearing. While on short final to land in the clearing, the right wing of the airplane impacted the top of a pine tree, which changed the path. The airplane pancaked into the ground and bounced into an area of numerous 4-foot high sand piles, coming to rest upright on top of one of the piles.

A postcrash examination of the airplane and engine was performed by a FAA licensed mechanic, under the supervision of an FAA inspector. The examination revealed that the magneto had detached from its mounted position, and was hanging by the ignition harness behind the engine. The magneto had not been damaged, and the magneto drive gear was laying in the accessory housing along with one "hold-down" plate. The retaining nuts, washers and lock washers were not recovered. When tested, the magneto operated on all eight distributor outputs, and the impulse coupler and the distributor wiring were intact, and undamaged. There was engine continuity as well as valve action and compression on all cylinders. Engine oil was present, and there was evidence that some oil had leaked at the back of the engine. No anomalies were noted to exist with the induction or fuel systems.

The airplane and engine had last received an annual inspection in August 2005, when an overhauled engine had been installed. The airplane and engine had accumulated 10 hours since the annual inspection.

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	65, Male
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt, Shoulder harness
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3	<b>Last FAA Medical Exam:</b>	05/01/2004
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	1212 hours (Total, all aircraft), 465 hours (Total, this make and model), 1170 hours (Pilot In Command, all aircraft), 1 hours (Last 90 days, all aircraft), 1 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Mooney	<b>Registration:</b>	N511G
<b>Model/Series:</b>	M20J	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	24-1207
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	08/01/2005, Annual	<b>Certified Max Gross Wt.:</b>	2740 lbs
<b>Time Since Last Inspection:</b>	10 Hours	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	3525 Hours as of last inspection	<b>Engine Manufacturer:</b>	Lycoming
<b>ELT:</b>	Installed, activated, did not aid in locating accident	<b>Engine Model/Series:</b>	IO-360-3B6D
<b>Registered Owner:</b>	Alton F. Robertson	<b>Rated Power:</b>	200 hp
<b>Operator:</b>	Alton F. Robertson	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	FPR, 23 ft msl	Distance from Accident Site:	1 Nautical Miles
Observation Time:	1453 EST	Direction from Accident Site:	170°
Lowest Cloud Condition:	Few / 3000 ft agl	Visibility	10 Miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	240°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.12 inches Hg	Temperature/Dew Point:	25° C / 9° C
Precipitation and Obscuration:			
Departure Point:	Fort Pierce, FL (FPR)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1230 EST	Type of Airspace:	

## Airport Information

Airport:	St. Lucie County International (FPR)	Runway Surface Type:	Asphalt
Airport Elevation:	23 ft	Runway Surface Condition:	Dry
Runway Used:	32	IFR Approach:	None
Runway Length/Width:	4756 ft / 100 ft	VFR Approach/Landing:	Forced Landing

## Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor	Latitude, Longitude:	27.490278, -80.368333

## Administrative Information

Investigator In Charge (IIC):	John W Lovell
Additional Participating Persons:	Michael Cichanowski; FAA FSDO; Orlando, FL
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 <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .