National Transportation Safety Board Washington, DC 20594

Printed on: 3/11/2012 12:46:01 PM

Brief of Accident

Adopted 06/27/2007

NYC07CA113

File No. 21721 05/06/2007 Bessemer, AL Aircraft Reg No. N119C Time (Local): 16:00 CDT Make/Model: Mooney / M-18L Fatal Serious Minor/None Engine Make/Model: Lycoming / O-145-C2 Crew 0 0 1 Aircraft Damage: Substantial Pass 0 0 0 Number of Engines: 1 Operating Certificate(s): None Type of Flight Operation: Personal Reg. Flight Conducted Under: Part 91: General Aviation Last Depart, Point: Same as Accident/Incident Location Condition of Light: Day Destination: Local Flight Weather Info Src: Weather Observation Facility Airport Proximity: On Airport/Airstrip Basic Weather: Visual Conditions Airport Name: Bessemer Airport Lowest Ceiling: None Runway Identification: 5 Visibility: 10.00 SM Wind Dir/Speed: 045 / 008 Kts Runway Length/Width (Ft): 6000 / 100 Runway Surface: Grass/turf Temperature (°C): 24 Precip/Obscuration: No Obscuration; No Precipitation Runway Surface Condition: Dry Pilot-in-Command Age: 45 Flight Time (Hours) Certificate(s)/Rating(s) Total All Aircraft: 180 Private; Single-engine Land Last 90 Days: 90 Total Make/Model: 91 Total Instrument Time: 41 Instrument Ratings Airplane

After taking off from runway 5, the pilot of a Mooney M18-L remained in the traffic pattern to practice landings. The pilot lined up on the final approach to the runway with 10 degrees of wing flaps extended, and utilized the visual approach slope indicator to adjust his glide path. After passing over the runway end identifier lights, he then turned to line up with the grass between the runway and taxiway, to practice a soft field landing. His intent was to touchdown just past a taxiway that ran perpendicular to his flight path. As the airplane approached the perpendicular taxiway, "the plane dropped suddenly" with no change of "engine power or tone." The airplane then touched down hard, crossed the edge of the perpendicular taxiway, and the landing gear collapsed, substantially damaging the airplane. Winds about the time of the accident were 045 degrees at 8 knots gusting to 15 knots.

Brief of Accident (Continued)

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Occurrence #1: LOSS OF CONTROL - IN FLIGHT

Phase of Operation: LANDING

Findings

1. (F) WEATHER CONDITION - GUSTS

2. (C) AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2: HARD LANDING

Phase of Operation: DESCENT - UNCONTROLLED

Findings

3. TERRAIN CONDITION - GRASS

Occurrence #3: COMPLETE GEAR COLLAPSED

Phase of Operation: LANDING - ROLL

Findings Legend: (C) = Cause, (F) = Factor

The National Transportation Safety Board determines the probable cause(s) of this accident as follows.

The pilot's failure to maintain control which resulted in a hard landing and subsequent gear collapse during the landing roll. A factor in the accident was wind gusts.