



Aviation Investigation Final Report

Location:	Gassville, Arkansas	Accident Number:	CEN23LA238
Date & Time:	June 11, 2023, 19:54 Local	Registration:	N9523V
Aircraft:	Mooney M10	Aircraft Damage:	Substantial
Defining Event:	Loss of control in flight	Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported that he and the passenger departed his home airport and flew with another airplane to a private grass strip about 5 nm to the east. They both landed and were on the ground for about an hour. They noticed a storm building in the area and prepared to leave. The north-south runway sloped up to the north and featured tall trees on the north departure end. The pilot stated that he “opted to takeoff from the north to the south even though there was a building northwest wind.” Upon rotation, he heard the airplane’s stall warning horn, so he lowered the nose to gain airspeed, but the airplane was “very mushy, and was not gaining altitude.” The pilot struggled to maintain control as the wind pushed the airplane to the east. The airplane collided with a fence and telephone pole, then continued across a road and impacted several trees before coming to a stop. The airplane sustained substantial damage to both wings, the empennage, and the fuselage. The pilot reported that there were no preaccident mechanical failures or malfunctions with the airplane that would have precluded normal operation. He added that the other airplane departed to the south without incident.

Probable Cause and Findings

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

The pilot’s failure to maintain control of the airplane during takeoff with a quartering tailwind.

Findings

Personnel issues	Aircraft control - Pilot
Aircraft	Crosswind correction - Not attained/maintained

Factual Information

History of Flight

Takeoff	Loss of control in flight (Defining event)
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Pilot Information

Certificate:	Private	Age:	60,Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Lap only
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 2 With waivers/limitations	Last FAA Medical Exam:	January 17, 2023
Occupational Pilot:	No	Last Flight Review or Equivalent:	March 4, 2023
Flight Time:	343 hours (Total, all aircraft), 55 hours (Total, this make and model), 320 hours (Pilot In Command, all aircraft), 29 hours (Last 90 days, all aircraft), 23 hours (Last 30 days, all aircraft)		

Passenger Information

Certificate:		Age:	Female
Airplane Rating(s):		Seat Occupied:	Right
Other Aircraft Rating(s):		Restraint Used:	Lap only
Instrument Rating(s):		Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	
Medical Certification:		Last FAA Medical Exam:	
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:			

Aircraft and Owner/Operator Information

Aircraft Make:	Mooney	Registration:	N9523V
Model/Series:	M10	Aircraft Category:	Airplane
Year of Manufacture:	1969	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	700013
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	January 8, 2023 100 hour	Certified Max Gross Wt.:	1450 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	1912 Hrs at time of accident	Engine Manufacturer:	Continental Motors
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	C90-16F
Registered Owner:	HARRISON DOUG A	Rated Power:	90 Horsepower
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KFLP, 719 ft msl	Distance from Accident Site:	5 Nautical Miles
Observation Time:	19:56 Local	Direction from Accident Site:	285°
Lowest Cloud Condition:		Visibility	10 miles
Lowest Ceiling:	Overcast / 1300 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	360°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.82 inches Hg	Temperature/Dew Point:	22°C / 20°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Gassville, AR	Type of Flight Plan Filed:	None
Destination:	Flippin, AR (FLP)	Type of Clearance:	None
Departure Time:		Type of Airspace:	Class G

Airport Information

Airport:	Roller Field pvt	Runway Surface Type:	Grass/turf
Airport Elevation:	719 ft msl	Runway Surface Condition:	Dry
Runway Used:	18	IFR Approach:	None
Runway Length/Width:	2500 ft / 75 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	36.269413,-92.486958

Administrative Information

Investigator In Charge (IIC):	Lindberg, Joshua
Additional Participating Persons:	Danny Brickey; Federal Aviation Administration; Little Rock, AR
Original Publish Date:	July 27, 2023
Last Revision Date:	
Investigation Class:	Class 4
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=192359

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The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).