



National Transportation Safety Board Aviation Accident Factual Report

Location:	TIJERAS, NM	Accident Number:	FTW95LA153
Date & Time:	04/02/1995, 1930 MDT	Registration:	N4478H
Aircraft:	MOONEY M20J	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None

Flight Conducted Under: Part 91: General Aviation - Personal

On April 2, 1995, approximately 1930 mountain daylight time, a Mooney M20J, N4478H, was substantially damaged when it collided with an automobile during a forced landing near Tijeras, New Mexico. The commercial pilot and automobile occupant were not injured. Visual meteorological conditions prevailed.

The following is based on the pilot/operator report. The airplane had been flying at 12,000 feet MSL (above mean sea level) in instrument meteorological conditions with occasional light rain. As the airplane emerged into visual meteorological conditions, the pilot noticed the cylinder head and exhaust gas temperature gauges had "dropped off the scale." He adjusted the mixture and the instrument readings began to return to normal. Shortly thereafter, the engine began to run rough and lost power.

The pilot's efforts to restore engine power were unsuccessful. He declared an emergency with Albuquerque Approach Control, then made a forced landing in mountainous terrain on New Mexico Highway 337. During the landing roll, the left wing tip struck a parked car.

After relating these events to a Federal Aviation Administration (FAA) inspector, the pilot said he did not remember if he had switched fuel tanks in his attempt to restore engine power. The fuel selector was found positioned on the left fuel tank.

At the request of the pilot, the airplane was transported to Clearlake, California, for repairs. In the presence of an FAA airworthiness inspector, the engine was functionally tested on August 23, 1995. During the first test, the engine ran rough at high power settings (2,650 RPM and 26 to 28 inches of manifold pressure), and the fuel pressure fluctuated between 5 and 14 pounds per square inch (psi). During the second test, engine power again ran rough at a high power setting (2,600 RPM, 25 inches manifold pressure). Fuel pressure was 3 psi. When the fuel boost pump was turned on, fuel pressure rose to 5 psi. The right fuel tank was selected and the engine ran smoothly. When the fuel selector was switched back to the left tank, the engine ran rough.

The left fuel tank finger screen was removed and found to be plugged with what was described

as "leaf roller bug." After the finger screen was cleaned and reinstalled, the engine was tested again and operated smoothly at all power settings on both the left and right fuel tanks.

Pilot Information

Certificate:	Commercial	Age:	27, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	05/12/1994
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	490 hours (Total, all aircraft), 75 hours (Total, this make and model), 418 hours (Pilot In Command, all aircraft), 38 hours (Last 90 days, all aircraft), 30 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	MOONEY	Registration:	N4478H
Model/Series:	M20J M20J	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	24-0745
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	08/19/1994, Annual	Certified Max Gross Wt.:	2740 lbs
Time Since Last Inspection:	83 Hours	Engines:	1 Reciprocating
Airframe Total Time:	1223 Hours	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	IO-360-A3B6D
Registered Owner:	JEFFREY KLAIN	Rated Power:	200 hp
Operator:	JEFFREY KLAIN	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Dusk
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Scattered / 2000 ft agl	Visibility	10 Miles
Lowest Ceiling:	Unknown / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	4° C
Precipitation and Obscuration:			
Departure Point:	LAS VEGAS, NM (LVS)	Type of Flight Plan Filed:	IFR
Destination:	FORT HUACHUCA, AZ (FHU)	Type of Clearance:	IFR
Departure Time:	1530 MDT	Type of Airspace:	Class E

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	ARNOLD W SCOTT
Additional Participating Persons:	DOUGAS H HAWLEY; ALBUQUERQUE, NM
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/ .