



National Transportation Safety Board Aviation Accident Data Summary

Location:	TIJERAS, NM	Accident Number:	FTW95LA153
Date & Time:	04/02/1995, 1930 MDT	Registration:	N4478H
Aircraft:	MOONEY M20J	Injuries:	1 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

THE AIRPLANE WAS IN CRUISE FLIGHT IN INSTRUMENT METEOROLOGICAL CONDITIONS WHEN THE ENGINE SUDDENLY BEGAN RUNNING ROUGH, THEN LOST ALL POWER. THE PILOT ATTEMPTED TO RESTORE POWER, BUT WAS UNSUCCESSFUL. HE COULD NOT REMEMBER IF HE SWITCHED FUEL TANKS. HE MADE A FORCED LANDING ON A MOUNTAIN ROAD. DURING THE LANDING ROLL, THE LEFT WING STRUCK A PARKED CAR. THE FUEL SELECTOR WAS FOUND POSITIONED ON THE LEFT FUEL TANK. THE LEFT FUEL TANK FINGER SCREEN WAS FOUND TO BE BLOCKED BY GREEN LEAVES. THE ENGINE OPERATED SUCCESSFULLY AT FULL POWER AFTER THE FUEL SCREEN WAS CLEANED AND REINSTALLED.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: FUEL STARVATION DUE TO FOREIGN MATERIAL PARTIALLY BLOCKING THE FUEL SCREEN, AND THE PILOT'S FAILURE TO SWITCH FUEL TANKS. A FACTOR WAS THE LACK OF SUITABLE TERRAIN FOR THE FORCED LANDING.

Findings

Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - MECH FAILURE/MALF
Phase of Operation: CRUISE - NORMAL

Findings

1. (C) FUEL SYSTEM,SCREEN - BLOCKED(PARTIAL)
2. (C) FUEL SYSTEM,SCREEN - FOREIGN MATERIAL/SUBSTANCE
3. (C) FLUID,FUEL - STARVATION
4. (C) FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND

Occurrence #2: FORCED LANDING
Phase of Operation: DESCENT - EMERGENCY

Occurrence #3: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: LANDING - ROLL

Findings

5. (F) TERRAIN CONDITION - NONE SUITABLE
6. OBJECT - VEHICLE

Pilot Information

Certificate:	Commercial	Age:	27
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
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	Engines:	1 Reciprocating
Operator:	JEFFREY KLAIN	Engine Manufacturer:	LYCOMING
Operating Certificate(s) Held:	None	Engine Model/Series:	IO-360-A3B6D
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Dusk
Observation Facility, Elevation:	, 0 ft msl	Weather Information Source:	Pilot
Lowest Ceiling:	Unknown / 0 ft agl	Wind Speed/Gusts, Direction:	/ ,
Temperature:	4°C	Visibility	10 Miles
Precipitation and Obscuration:			
Departure Point:	LAS VEGAS, NM (LVS)	Destination:	FORT HUACHUCA, AZ (FHU)

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
Latitude, Longitude:			

Administrative Information

Investigator In Charge (IIC):	ARNOLD W SCOTT	Adopted Date:	11/30/1995
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 pubin@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

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accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report.