



National Transportation Safety Board Aviation Accident Final Report

Location:	GUNNISON, CO	Accident Number:	DEN88LA143
Date & Time:	07/01/1988, 1020 MDT	Registration:	N231PG
Aircraft:	MOONEY M-20K	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None

Flight Conducted Under: Part 91: General Aviation - Personal

Analysis

THE PLT STATED THAT THE AIRCRAFT HAD AN ELECTRICAL PROBLEM APPROXIMATELY 20 MILES FROM GUNNISON. HE CONTINUED HIS FLIGHT AND ENTERED THE TRAFFIC PATTERN AT GUNNISON AIRPORT. HE SAID THAT AS HE TURNED TO BASE LEG, THE ENGINE QUIT. THERE REMAINED INSUFFICIENT ALTITUDE TO REACH THE RUNWAY. SUBSEQUENT EXAMINATION AND TESTING OF THE ENGINE-DRIVEN FUEL PUMP/CONTROLLER REVEALED A LARGE FUEL LEAK AROUND THE MIXTURE CONTROL SHAFT LIMITING THE AMOUNT AND PRESSURE OF FUEL THAT COULD REACH THE ENGINE.

Probable Cause and Findings

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

Findings

Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - MECH FAILURE/MALF
Phase of Operation: APPROACH - VFR PATTERN - BASE TURN

Findings

1. (C) FLUID,FUEL - STARVATION
2. (C) MIXTURE CONTROL - LEAK

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

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

3. (F) TERRAIN CONDITION - SOFT

Factual Information

Pilot Information

Certificate:	Private	Age:	45, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	02/03/1987
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	2048 hours (Total, all aircraft), 348 hours (Total, this make and model), 2048 hours (Pilot In Command, all aircraft), 30 hours (Last 90 days, all aircraft), 15 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	MOONEY	Registration:	N231PG
Model/Series:	M-20K M-20K	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	250242
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	04/27/1988, Annual	Certified Max Gross Wt.:	2740 lbs
Time Since Last Inspection:	21 Hours	Engines:	1 Reciprocating
Airframe Total Time:	1971 Hours	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	TSIO-360-GB1
Registered Owner:	JET CENTER TULSA SP, INC	Rated Power:	210 hp
Operator:	NORMAN F. CASEY	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	15 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	2 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	345°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	17° C
Precipitation and Obscuration:			
Departure Point:	TULSA, OK (TUL)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	0530 MDT	Type of Airspace:	Class G

Airport Information

Airport:	GUNNISON (GUC)	Runway Surface Type:	Asphalt
Airport Elevation:	7668 ft	Runway Surface Condition:	Dry
Runway Used:	6	IFR Approach:	None
Runway Length/Width:	7198 ft / 150 ft	VFR Approach/Landing:	Forced Landing; Traffic Pattern

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):	VERLIN B TRANTER	Report Date:	07/10/1989
Additional Participating Persons:	RICHARD B SLUSSER		
Publish Date:			
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/ .		

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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. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).