



# National Transportation Safety Board Aviation Accident Data Summary

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<b>Location:</b>	GUNNISON, CO	<b>Accident Number:</b>	DEN88LA143
<b>Date &amp; Time:</b>	07/01/1988, 1020 MDT	<b>Registration:</b>	N231PG
<b>Aircraft:</b>	MOONEY M-20K	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## 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

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

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Occurrence #2: FORCED LANDING

Phase of Operation: DESCENT - EMERGENCY

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Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: LANDING - FLARE/TOUCHDOWN

### Findings

3. (F) TERRAIN CONDITION - SOFT

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	45
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Instrument Rating(s):</b>	None
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	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

<b>Aircraft Make:</b>	MOONEY	<b>Registration:</b>	N231PG
<b>Model/Series:</b>	M-20K M-20K	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	NORMAN F. CASEY	<b>Engine Manufacturer:</b>	CONTINENTAL
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	TSIO-360-GB1
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	, 0 ft msl	<b>Weather Information Source:</b>	Pilot
<b>Lowest Ceiling:</b>	None / 0 ft agl	<b>Wind Speed/Gusts, Direction:</b>	2 knots / , 345°
<b>Temperature:</b>	17° C	<b>Visibility</b>	15 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	TULSA, OK (TUL)	<b>Destination:</b>	

## Airport Information

<b>Airport:</b>	GUNNISON (GUC)	<b>Runway Surface Type:</b>	Asphalt
<b>Runway Used:</b>	6	<b>Runway Surface Condition:</b>	Dry
<b>Runway Length/Width:</b>	7198 ft / 150 ft		

## Wreckage and Impact Information

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

## Administrative Information

Investigator In Charge (IIC): VERLIN B TRANTER

Adopted Date: 07/10/1989

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](mailto: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 National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the 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.