



National Transportation Safety Board Aviation Accident Final Report

Location:	RACINE, WI	Accident Number:	CHI88FAMS2
Date & Time:	08/01/1988, 1541 CDT	Registration:	N56352
Aircraft:	MOONEY M20K	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 Serious, 1 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

THE PRIVATE PILOT AND HIS PASSENGER DEPARTED ASPEN, COLORADO AT HIS ESTIMATED TIME OF 1000 CDT. NO FLIGHT PLAN WAS FILED. THE PILOT HAD REQUESTED FULL FUEL SERVICE AT ASPEN, BUT DID NOT PERFORM A VISUAL CHECK DURING PREFLIGHT. FLIGHT WAS CONDUCTED AT 13,500 FEET MSL. APPROXIMATELY 5 HOURS AND 33 MINUTES INTO FLIGHT THE PILOT ADVISED KANKAKEE AFSS THAT HE WAS OVER LAKE MICHIGAN AND 'LOW ON FUEL.' THE AIRCRAFT DITCHED AT APPROXIMATELY 1541 CDT. BOTH OCCUPANTS WERE RETRIEVED BY THE U.S. COAST GUARD 1 HOUR AND 30 MINUTES AFTER DITCHING. THE AIRCRAFT HAS NOT BEEN RECOVERED.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: ENGINE FAILURE DUE TO FUEL STARVATION.

Findings

Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - NONMECHANICAL
Phase of Operation: CRUISE - NORMAL

Findings

1. (F) AIRCRAFT PREFLIGHT - POOR - PILOT IN COMMAND
2. (C) FLUID,FUEL - EXHAUSTION
3. EMERGENCY PROCEDURE - ATTEMPTED - PILOT IN COMMAND

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

Occurrence #3: DITCHING
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Factual Information

Pilot Information

Certificate:	Private	Age:	37, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	06/09/1988
Occupational Pilot:	Last Flight Review or Equivalent:		
Flight Time:	1050 hours (Total, all aircraft), 980 hours (Total, this make and model), 1045 hours (Pilot In Command, all aircraft), 40 hours (Last 90 days, all aircraft), 15 hours (Last 30 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	MOONEY	Registration:	N56352
Model/Series:	M20K M20K	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	250743
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	07/13/1988, Annual	Certified Max Gross Wt.:	2900 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	CONTINENTAL
ELT:	Installed	Engine Model/Series:	TSIO-360
Registered Owner:	WAYNE CHRISTENSON	Rated Power:	210 hp
Operator:	WAYNE CHRISTENSON	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	MKE, 723 ft msl	Distance from Accident Site:	24 Nautical Miles
Observation Time:	1457 CDT	Direction from Accident Site:	345°
Lowest Cloud Condition:	Scattered / 7500 ft agl	Visibility	15 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	9 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	210°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	38° C / 19° C
Precipitation and Obscuration:			
Departure Point:	ASPEN, CO (ASE)	Type of Flight Plan Filed:	None
Destination:	GRAND RAPIDS, MI (GRR)	Type of Clearance:	None
Departure Time:	1000 CDT	Type of Airspace:	Class E

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	E J MCAVOY	Report Date:	10/16/1990
Additional Participating Persons:	J. D MARTIN; MILWAUKEE, WI		
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](#).