



National Transportation Safety Board Aviation Accident Final Report

Location:	ALBUQUERQUE, NM	Accident Number:	DEN84LA205
Date & Time:	07/01/1984, 1215 MDT	Registration:	N2166X
Aircraft:	MOONEY 20E	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 Minor
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

THE PILOT FUELED THE AIRCRAFT WITH MINIMUM FUEL FOR THE INTENDED FLIGHT AND DID NOT RECALCULATE CONSUMPTION AFTER A ROUTE CHANGE WHICH EXTENDED FLIGHT. POWER LOSS OCCURRED ABOUT 1/4 MILE FROM DESTINATION. THE PILOT ATTEMPTED TO GLIDE TO THE RWY, BUT WAS UNABLE TO REACH IT. HE REPORTED THAT THE ACFT IMPACTED ON RISING TERRAIN (APRX 30 DEG) AT THE END OF THE RWY.

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) - NONMECHANICAL
Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

Findings

1. (C) FUEL CONSUMPTION CALCULATIONS - NOT PERFORMED - PILOT IN COMMAND
2. (C) FLUID,FUEL - EXHAUSTION
3. (C) FUEL SUPPLY - MISJUDGED - PILOT IN COMMAND

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

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

Findings

4. (F) TERRAIN CONDITION - RISING

Factual Information

Pilot Information

Certificate:	Private	Age:	31, 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 3 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	07/01/1983
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	203 hours (Total, all aircraft), 55 hours (Total, this make and model), 40 hours (Last 90 days, all aircraft), 7 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	MOONEY	Registration:	N2166X
Model/Series:	20E 20E	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	139
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	01/12/1984, Annual	Certified Max Gross Wt.:	2575 lbs
Time Since Last Inspection:	79 Hours	Engines:	1 Reciprocating
Airframe Total Time:	3281 Hours	Engine Manufacturer:	LYCOMING
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	IO-360-A1A
Registered Owner:	DAVID CUMMINGS HERRELL	Rated Power:	180 hp
Operator:	DAVID CUMMINGS HERRELL	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:	Unknown / 25000 ft agl	Visibility	60 Miles
Lowest Ceiling:	Overcast / 25000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	210°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	29° C
Precipitation and Obscuration:			
Departure Point:	WINSLOW, AZ (1NW)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1025 MDT	Type of Airspace:	Class D; Class E

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	GARY R MUCHO	Report Date:	
Additional Participating Persons:	R. F KIRKPATRICK; ALBUQUERQUE, NM		
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 pubinquiry@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](#).