



National Transportation Safety Board Aviation Accident Final Report

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| Location: | BAY ST. LOUIS, MS | Accident Number: | ATL85LA026 |
| Date & Time: | 11/02/1984, 1845 CST | Registration: | N9315V |
| Aircraft: | MOONEY M20C | Aircraft Damage: | Substantial |
| Defining Event: | | Injuries: | 1 Minor, 3 None |

Flight Conducted Under: Part 91: General Aviation - Personal

Analysis

PRIOR TO DEPARTING ON A FLT FROM ARLINGTON, TX, TO GULFPORT, MS, THE PLT STATED THAT HE CHECKED AND FOUND THE FUEL TANKS FULL. ABOUT 17 MILES FROM GULFPORT THE FUEL GAGE SHOWED A RAPID LOSS OF FUEL AT WHICH TIME THE PLT SWITCHED TANKS.TWO MINUTES LATER THERE WAS A TTL LOSS OF POWER. THE PLT WAS GIVEN INSTRUCTIONS AND HEADINGS TO NEARBY ARPT FOR AN EMERGENCY LANDING. WHEN THE PLT HAD THE ARPT IN SIGHT HE ENTERED A LEFT BASE AND FINAL FOR LANDING. THE ACFT LANDED ABOUT 1/2 MILE FROM THE RWY SUBSTANTIALLY DAMAGING THE ACFT. A POST ACCIDENT EXAMINATION SHOWED BOTH FUEL TANKS WERE EMPTY. A TEST RUN WAS MADE AFTER ADDING FUEL AND THE ENGINE RAN WITH NO DISCREPANCIES.

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: CRUISE - NORMAL

Findings

1. (C) PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. (C) FUEL CONSUMPTION CALCULATIONS - INACCURATE - PILOT IN COMMAND
3. (C) FLUID,FUEL - EXHAUSTION

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

Occurrence #3: NOSE DOWN
Phase of Operation: LANDING

Findings

4. (F) TERRAIN CONDITION - SOFT
5. (F) TERRAIN CONDITION - WET

Factual Information

Pilot Information

| | | | |
|----------------------------------|---|-------------------------------|----------------------------|
| Certificate: | Private | Age: | 24, 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 2 Valid Medical--no waivers/lim. | Last FAA Medical Exam: | 11/02/1982 |
| Occupational Pilot: | Last Flight Review or Equivalent: | | |
| Flight Time: | 1342 hours (Total, all aircraft), 130 hours (Total, this make and model), 1149 hours (Pilot In Command, all aircraft), 56 hours (Last 90 days, all aircraft), 3 hours (Last 24 hours, all aircraft) | | |

Aircraft and Owner/Operator Information

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|--------------------------------------|--------------------------|---------------------------------------|-----------------|
| Aircraft Make: | MOONEY | Registration: | N9315V |
| Model/Series: | M20C M20C | Aircraft Category: | Airplane |
| Year of Manufacture: | | Amateur Built: | No |
| Airworthiness Certificate: | Normal | Serial Number: | 690092 |
| Landing Gear Type: | Retractable - Tricycle | Seats: | 4 |
| Date/Type of Last Inspection: | Annual | Certified Max Gross Wt.: | 2575 lbs |
| Time Since Last Inspection: | 40 Hours | Engines: | 1 Reciprocating |
| Airframe Total Time: | 1890 Hours | Engine Manufacturer: | LYCOMING |
| ELT: | Installed, not activated | Engine Model/Series: | O-360-A1D |
| Registered Owner: | GENE GOUTARD | Rated Power: | 180 hp |
| Operator: | GENE GOUTARD | Operating Certificate(s) Held: | |

Meteorological Information and Flight Plan

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|----------------------------------|------------------------|---|-------------------|
| Conditions at Accident Site: | Visual Conditions | Condition of Light: | Day |
| Observation Facility, Elevation: | GPT, 28 ft msl | Distance from Accident Site: | 16 Nautical Miles |
| Observation Time: | 1847 CST | Direction from Accident Site: | 255° |
| Lowest Cloud Condition: | Scattered / 800 ft agl | Visibility | 7 Miles |
| Lowest Ceiling: | Overcast / 2500 ft agl | Visibility (RVR): | 0 ft |
| Wind Speed/Gusts: | 10 knots / | Turbulence Type Forecast/Actual: | / |
| Wind Direction: | 340° | Turbulence Severity Forecast/Actual: | / |
| Altimeter Setting: | 30 inches Hg | Temperature/Dew Point: | 17° C / 16° C |
| Precipitation and Obscuration: | | | |
| Departure Point: | ARLINGTON, TX (F54) | Type of Flight Plan Filed: | IFR |
| Destination: | GULFPORT, MS (GPT) | Type of Clearance: | IFR |
| Departure Time: | 0000 | Type of Airspace: | Class E |

Wreckage and Impact Information

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|---------------------|-----------------|----------------------|-------------|
| Crew Injuries: | 1 None | Aircraft Damage: | Substantial |
| Passenger Injuries: | 1 Minor, 2 None | Aircraft Fire: | None |
| Ground Injuries: | N/A | Aircraft Explosion: | None |
| Total Injuries: | 1 Minor, 3 None | Latitude, Longitude: | |

Administrative Information

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|-----------------------------------|--|--------------|--|
| Investigator In Charge (IIC): | DENNIS D HENDERSON | Report Date: | |
| Additional Participating Persons: | BILLY MILLER; MISSISSIPPI VAL, MS | | |
| 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/ . | | |

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