



National Transportation Safety Board Aviation Accident Data Summary

Location:	BAY ST. LOUIS, MS	Accident Number:	ATL85LA026
Date & Time:	11/02/1984, 1845 CST	Registration:	N9315V
Aircraft:	MOONEY M20C	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

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

Pilot Information

Certificate:	Private	Age:	24
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	None
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
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

Aircraft Make:	MOONEY	Registration:	N9315V
Model/Series:	M20C M20C	Engines:	1 Reciprocating
Operator:	GENE GOUTARD	Engine Manufacturer:	LYCOMING
Operating Certificate(s) Held:		Engine Model/Series:	O-360-A1D
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	GPT, 28 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	Overcast / 2500 ft agl	Wind Speed/Gusts, Direction:	10 knots / , 340°
Temperature:	17° C	Visibility	7 Miles
Precipitation and Obscuration:			
Departure Point:	ARLINGTON, TX (F54)	Destination:	GULFPORT, MS (GPT)

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	DENNIS D HENDERSON	Adopted 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 pubin@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.