



National Transportation Safety Board Aviation Accident Factual Report

Location:	China Lake, CA	Accident Number:	LAX06CA050
Date & Time:	12/01/2005, 1720 PST	Registration:	N6004X
Aircraft:	Mooney M20A	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 Minor
Flight Conducted Under:	Part 91: General Aviation - Personal		

On December 1, 2005, about 1720 Pacific standard time, a Mooney M20A, N6004X, made a hard landing on a road near China Lake, California, following a loss of engine power. The pilot was operating the airplane under the provisions of 14 CFR Part 91. The private pilot and one passenger sustained minor injuries; the airplane sustained substantial damage. The cross-country personal flight departed Albuquerque, New Mexico, about 1300, with a planned destination of Inyokern, California. Visual meteorological conditions prevailed, and no flight plan had been filed.

In a written statement to the National Transportation Safety Board, the pilot stated that he departed Dodge City, Kansas, earlier in the day with a planned refueling stop in Albuquerque. The pilot reported that he had 49 gallons of fuel on board when he departed Albuquerque. After departing Albuquerque there were no discrepancies noted with the flight. About 1640, the pilot noticed a problem with his fuel pressure, and readjusted the throttle to attain best fuel efficiency. He contacted Joshua Approach Control, and reported "low fuel." The controller recommended the Trona, California, airport (L72) as an alternate landing site.

He stated that as he maneuvered for landing at L72, he encountered "extreme turbulence." The weather information the pilot had for L72 (winds 200 degrees at 24 knots gusting to 36 knots) indicated to him the crosswinds would exceed "the capabilities of the Mooney." The airplane lost power about 1 minute after crossing over Highway 178. The pilot switched fuel tanks and the engine restarted for about 20 seconds, then quit again. He chose to land on the highway instead of trying to make L72. The pilot stated that the section of highway 178 he was landing on was in Poison Canyon, where the road was not flat or straight. The pilot stated that in the darkness he was unable to see the rising road before he impacted the terrain. The airplane hit the ground and came to rest in between the road and a ditch. The pilot stated that the airplane and engine had no mechanical failures or malfunctions during the flight.

Pilot Information

Certificate:	Private	Age:	61, 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	Last FAA Medical Exam:	06/01/2005
Occupational Pilot:		Last Flight Review or Equivalent:	10/01/2005
Flight Time:	170 hours (Total, all aircraft), 94 hours (Total, this make and model), 117 hours (Pilot In Command, all aircraft), 24 hours (Last 90 days, all aircraft), 20 hours (Last 30 days, all aircraft), 9 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Mooney	Registration:	N6004X
Model/Series:	M20A	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	1592
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	04/01/2005, Annual	Certified Max Gross Wt.:	2450 lbs
Time Since Last Inspection:	49 Hours	Engines:	1 Reciprocating
Airframe Total Time:	3207 Hours at time of accident	Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	O-360 A1D
Registered Owner:	Bradley Glasco	Rated Power:	180 hp
Operator:	Bradley Glasco	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Dusk
Observation Facility, Elevation:	NID	Distance from Accident Site:	
Observation Time:	0056 UTC	Direction from Accident Site:	
Lowest Cloud Condition:	Few / 9000 ft agl	Visibility	50 Miles
Lowest Ceiling:	Broken / 20000 ft agl	Visibility (RVR):	
Wind Speed/Gusts:	Calm /	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.02 inches Hg	Temperature/Dew Point:	14° C / -2° C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	ALBUQUERQUE, NM (AEG)	Type of Flight Plan Filed:	None
Destination:	INYOKERN, CA (IYK)	Type of Clearance:	VFR Flight Following
Departure Time:	1300 MST	Type of Airspace:	

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	1 Minor	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Minor	Latitude, Longitude:	35.686667, -117.697778

Administrative Information

Investigator In Charge (IIC):	Howard Plagens
Additional Participating Persons:	; Federal Aviation Administration; Riverside, CA
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
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/ .