



## National Transportation Safety Board Aviation Accident Factual Report

---

<b>Location:</b>	Visalia, CA	<b>Accident Number:</b>	LAX07CA098
<b>Date &amp; Time:</b>	03/03/2007, 0745 PST	<b>Registration:</b>	N6628U
<b>Aircraft:</b>	Mooney M20D	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 None

**Flight Conducted Under:** Part 91: General Aviation - Personal

---

On March 3, 2007, about 0745 Pacific standard time, a Mooney M20D, N6628U, experienced a loss of engine power during cruise and made an emergency landing in an industrial building construction site near Visalia, California. The owner/pilot was operating the airplane under the provisions of 14 CFR Part 91. The private pilot and one passenger were not injured; the airplane sustained substantial damage after impacting a ditch during the landing rollout. The cross-country personal flight departed Concord, California, about 0645, with a planned destination of Visalia Airport (VIS), Visalia. Visual meteorological conditions prevailed, and no flight plan had been filed. The approximate global positioning system (GPS) coordinates of the primary wreckage were 36 degrees 20 minutes north latitude and 119 degrees 23 minutes west longitude.

The pilot reported that he did not check the fuel quantity during his preflight inspection, but stated that the airplane had been "topped off" about a month before, and he had flown for about 1 hour out of the right tank. The pilot believed that the accident flight was flown on the left tank. He did not remember switching tanks during the 160 nm flight. About 3 miles north of VIS the engine "sputtered." He switched tanks and engaged the fuel boost pump. The engine "caught", then "sputtered" again. The pilot switched tanks three or four more times.

The pilot landed the airplane in an industrial building construction site. During the landing rollout the airplane impacted a dirt berm, substantially damaging the fuselage.

Post accident inspection of the airplane by the Federal Aviation Administration revealed that the right fuel tank was empty and the left tank contained about 6 gallons 100LL aviation fuel. The fuel line to the carburetor did not contain any fuel when disconnected. The fuel line was reconnected and the fuel selector valve was noted to be selected to the right tank position. The electric fuel boost pump was activated and no fuel pressure indication was observed. The fuel selector was changed to the left fuel tank position, and fuel pressure was observed to be in the normal operating range.

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	62, Male
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 With Waivers/Limitations	<b>Last FAA Medical Exam:</b>	10/01/2006
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	1083 hours (Total, all aircraft), 320 hours (Total, this make and model)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Mooney	<b>Registration:</b>	N6628U
<b>Model/Series:</b>	M20D	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	123
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	12/01/2006, Annual	<b>Certified Max Gross Wt.:</b>	2575 lbs
<b>Time Since Last Inspection:</b>	3 Hours	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	3664 Hours as of last inspection	<b>Engine Manufacturer:</b>	Lycoming
<b>ELT:</b>	Installed, activated, did not aid in locating accident	<b>Engine Model/Series:</b>	O-360-A1D
<b>Registered Owner:</b>	On file	<b>Rated Power:</b>	180 hp
<b>Operator:</b>	On file	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	VIS, 295 ft msl	Distance from Accident Site:	2 Nautical Miles
Observation Time:	0755 PST	Direction from Accident Site:	180°
Lowest Cloud Condition:	Clear	Visibility	10 Miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	90°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.27 inches Hg	Temperature/Dew Point:	8° C / 5° C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	CONCORD, CA (CCR)	Type of Flight Plan Filed:	None
Destination:	VISALIA, CA (VIS)	Type of Clearance:	None
Departure Time:	0645 PST	Type of Airspace:	

## Airport Information

Airport:	VISALIA MUNI (VIS)	Runway Surface Type:	
Airport Elevation:	295 ft	Runway Surface Condition:	
Runway Used:	NA	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Straight-in

## Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	36.333333, -119.383333

## Administrative Information

Investigator In Charge (IIC):	Patrick H Jones
Additional Participating Persons:	Gregg Schmidt; Federal Aviation Administration; Fresno, 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 <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .