



# National Transportation Safety Board Aviation Accident Final Report

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<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

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## Analysis

The airplane collided with a berm during a forced landing in an industrial building construction site following a loss of engine power. The pilot stated that during the preflight inspection he did not check the fuel quantity. He stated that a month prior to the accident the airplane had been "topped off," and then flown about an hour from the right fuel tank. The pilot also said that during the 160 nautical mile accident flight he did not recall switching fuel tanks. About 3 miles north of the destination airport the engine sputtered and lost power. He switched tanks and activated the electric fuel boost pump, the engine restarted momentarily, then sputtered and lost power again. The pilot switched tanks three or four more times to no avail. Post accident inspection of the airplane by the FAA revealed that the right fuel tank was empty and the left tank contained about 6 gallons of 100LL aviation fuel. The fuel line to the carburetor did not contain any fuel. The fuel selector valve was selected to the right tank position. The electric fuel pump was activated and no fuel pressure indication was observed. The fuel selector handle was moved to the left fuel tank position and a fuel pressure indication was observed in the normal operating range.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's inadequate in-flight fuel system management, which resulted in fuel starvation and a loss of engine power.

## Findings

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Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - NONMECHANICAL  
Phase of Operation: DESCENT

### Findings

1. (C) FLUID,FUEL - STARVATION
2. FUEL SUPPLY - NOT VERIFIED - PILOT IN COMMAND
3. (C) FUEL MANAGEMENT - INADEQUATE - PILOT IN COMMAND

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

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Occurrence #3: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER  
Phase of Operation: EMERGENCY LANDING

### Findings

4. TERRAIN CONDITION - BERM

## Factual Information

### Pilot Information

Certificate:	Private	Age:	62, 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 With Waivers/Limitations	Last Medical Exam:	10/01/2006
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	1083 hours (Total, all aircraft), 320 hours (Total, this make and model)		

### Aircraft and Owner/Operator Information

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

### Meteorological Information and Flight Plan

Observation Facility, Elevation:	VIS, 295 ft msl	Observation Time:	0755 PST
Distance from Accident Site:	2 Nautical Miles	Condition of Light:	Day
Direction from Accident Site:	180°	Conditions at Accident Site:	Visual Conditions
Lowest Cloud Condition:	Clear	Temperature/Dew Point:	8°C / 5°C
Lowest Ceiling:	None	Visibility	10 Miles
Wind Speed/Gusts, Direction:	4 knots, 90°	Visibility (RVR):	
Altimeter Setting:	30.27 inches Hg	Visibility (RVV):	
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		

## Administrative Information

Investigator In Charge (IIC):	Patrick H Jones	Adopted Date:	05/29/2007
Additional Participating Persons:	Gregg Schmidt; Federal Aviation Administration; Fresno, CA		
Publish Date:			
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> .		

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