



Aviation Investigation Final Report

Location:	OKLAHOMA CITY, Oklahoma	Accident Number:	FTW86LA166
Date & Time:	September 13, 1986, 09:09 Local	Registration:	N1250X
Aircraft:	MOONEY M20E	Aircraft Damage:	Substantial
Defining Event:		Injuries:	4 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PILOT APPARENTLY HAD NEGLECTED TO CHECK HIS ENGINE OIL SUPPLY BEFORE TAKEOFF SINCE THERE WAS NO OIL IN THE CRANKCASE AT THE TIME OF THE ACCIDENT. IF FIVE QUARTS OF OIL (THE AMOUNT THE PILOT REPORTEDLY STATED WAS IN THE ENGINE AT TAKEOFF) HAD LEAKED OUT DURING A FIVE MINUTE FLIGHT, THEN THE BOTTOM OF THE FUSELAGE AND THE EMPENNAGE ASSEMBLY WOULD HAVE BEEN COATED WITH OIL. EXAMINATION OF THE AIRCRAFT AT THE ACCIDENT SITE SHOWED NO SIGNS OF AN OIL LEAK. THE FORCED LANDING WAS MADE ON ROUGH AND UNEVEN TERRAIN. AFTER TOUCHDOWN THE NOSE GEAR CONTACTED A DIRT BANK AND COLLAPSED.

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(PARTIAL) - MECH FAILURE/MALF
Phase of Operation: CLIMB - TO CRUISE

Findings

1. (C) ENGINE ASSEMBLY - FAILURE, TOTAL
2. (C) FLUID, OIL - EXHAUSTION
3. (C) AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND

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

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

Findings

4. (F) TERRAIN CONDITION - ROUGH/UNEVEN

Occurrence #4: NOSE GEAR COLLAPSED
Phase of Operation: LANDING - ROLL

Factual Information

Pilot Information

Certificate:	Private	Age:	59, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	May 21, 1985
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	567 hours (Total, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	MOONEY	Registration:	N1250X
Model/Series:	M20E M20E	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	125
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	April 5, 1986 100 hour	Certified Max Gross Wt.:	2575 lbs
Time Since Last Inspection:	49 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	2667 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed	Engine Model/Series:	IO-360-A1A
Registered Owner:	JOHN S. SCHOERNBERG	Rated Power:	180 Horsepower
Operator:		Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	20 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	24°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	OKLAHOMA CITY , OK (2DT)	Type of Flight Plan Filed:	None
Destination:	EUFAULA , OK (OF7)	Type of Clearance:	None
Departure Time:	09:00 Local	Type of Airspace:	Class G

Airport Information

Airport:		Runway Surface Type:	
Airport Elevation:	0 ft msl	Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:	0 ft / 0 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	3 Minor	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	4 Minor	Latitude, Longitude:	35.359367,-97.370147(est)

Administrative Information

Investigator In Charge (IIC): Johnson, Jasper

Additional Participating Persons: HAROLD WRIGHT; OKLAHOMA CITY , OK

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=22090>

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The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).