



Aviation Investigation Final Report

Location:	LA VERNE, California	Accident Number:	LAX86LA209
Date & Time:	May 4, 1986, 08:39 Local	Registration:	N9099V
Aircraft:	MOONEY M20C	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

A TOTAL LOSS OF ENG POWER WAS EXPERIENCED WHILE ON BASE LEG FOR LANDING AT BRAKETT FIELD. THE ACFT WAS LANDED SHORT OF THE RWY AND A FENCE WAS CONTACTED. POST ACCIDENT INSPECTION REVEALED THE ACFT'S FUEL SUPPLY HAD BEEN EXHAUSTED.

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(TOTAL) - NONMECHANICAL
Phase of Operation: APPROACH - VFR PATTERN - BASE TURN

Findings

1. (C) FLUID,FUEL - EXHAUSTION
2. (C) AIRCRAFT PREFLIGHT - POOR - PILOT IN COMMAND
3. (C) FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND

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

Occurrence #3: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

Findings

4. OBJECT - FENCE

Factual Information

Pilot Information

Certificate:	Private	Age:	64, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	February 26, 1986
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	3481 hours (Total, all aircraft), 2800 hours (Total, this make and model), 3384 hours (Pilot In Command, all aircraft), 17 hours (Last 90 days, all aircraft), 1 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	MOONEY	Registration:	N9099V
Model/Series:	M20C M20C	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	690011
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	April 10, 1986 Annual	Certified Max Gross Wt.:	2575 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	3561 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	O-360-A1D
Registered Owner:	WILLARS, RICHARD C.	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:	ONT ,952 ft msl	Distance from Accident Site:	8 Nautical Miles
Observation Time:	08:45 Local	Direction from Accident Site:	85°
Lowest Cloud Condition:	Clear	Visibility	15 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	18°C / 10°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	HEMET , CA (HMT)	Type of Flight Plan Filed:	None
Destination:	LA VERNE , CA (POC)	Type of Clearance:	VFR
Departure Time:	08:00 Local	Type of Airspace:	

Airport Information

Airport:	BRACKETT FLD POC	Runway Surface Type:	Asphalt
Airport Elevation:	1011 ft msl	Runway Surface Condition:	Dry
Runway Used:	26L	IFR Approach:	None
Runway Length/Width:	4839 ft / 75 ft	VFR Approach/Landing:	Forced landing;Full stop;Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	34.15063,-117.75978(est)

Administrative Information

Investigator In Charge (IIC): Wall, J

Additional Participating Persons: JAMES DIXON; RIVERSIDE, CA

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=25150>

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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](#).