



# Aviation Investigation Final Report

<b>Location:</b>	HESPERIA, California	<b>Accident Number:</b>	LAX89LA180
<b>Date &amp; Time:</b>	April 13, 1989, 13:55 Local	<b>Registration:</b>	N5909Q
<b>Aircraft:</b>	MOONEY M20C	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

THE AIRPLANE SUSTAINED A TOTAL, MECHANICAL INDUCED, ENGINE FAILURE. THE PILOT ELECTED TO LAND ON A PRIVATELY OWNED, UNIMPROVED, AIRSTRIP. THE PILOT IMPROPERLY PLANNED THE APPROACH AND MISJUDGED HIS ALTITUDE, LANDED LONG AND OVERSHOT THE END OF THE RUNWAY AND COLLIDED WITH A DITCH. THE INVESTIGATION REVEALED NEITHER THE AIRPLANE NOR THE ENGINE RECEIVED AN ANNUAL INSPECTION WITHIN THE PRECEDING 5 YEARS. THE ENGINE OIL PUMP DRIVE GEAR FRACTURED WHICH CAUSED THE ENGINE TO SUSTAIN OIL STARVATION. THE FRACTURED SURFACES DISPLAYED FATIGUE CHARACTERISTICS.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT, THE OPERATOR OF THE AIRPLANE, IMPROPERLY MAINTAINED THE AIRPLANE, AND DURING THE ENSUING FORCED LANDING THE PILOT'S INFLIGHT PLANNING WAS POOR AND THAT HE MISJUDEGED THE AIRPLANE'S ALTITUDE.

## Findings

Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - MECH FAILURE/MALF  
Phase of Operation: CRUISE - NORMAL

- Findings  
1. SINGLE ENGINE AIRCRAFT

2. (F) LUBRICATING SYSTEM,OIL PRESSURE PUMP - FAILURE,TOTAL
3. (F) LUBRICATING SYSTEM,OIL PRESSURE PUMP - FATIGUE
4. FLUID,OIL - STARVATION
5. (C) OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - INTENTIONAL - PILOT IN COMMAND
6. (C) MAINTENANCE,INSPECTION - NOT PERFORMED - COMPANY/OPERATOR MANAGEMENT

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Occurrence #2: FORCED LANDING  
Phase of Operation: DESCENT - EMERGENCY  
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Occurrence #3: OVERRUN  
Phase of Operation: LANDING - ROLL

Findings  
7. (C) IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND  
8. (C) ALTITUDE - MISJUDGED - PILOT IN COMMAND  
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Occurrence #4: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER  
Phase of Operation: LANDING - ROLL

Findings  
9. TERRAIN CONDITION - DITCH

## Factual Information

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	33, 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>	
<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 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	July 21, 1987
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	195 hours (Total, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	MOONEY	<b>Registration:</b>	N5909Q
<b>Model/Series:</b>	M20C M20C	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	3163
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	August 10, 1984 Annual	<b>Certified Max Gross Wt.:</b>	2575 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>		<b>Engine Model/Series:</b>	O-360
<b>Registered Owner:</b>	TRACY, GERALD W	<b>Rated Power:</b>	180 Horsepower
<b>Operator:</b>	PRINZING, RICK	<b>Operating Certificate(s) Held:</b>	None
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>		<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>		<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	7 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	7 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	360°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>		<b>Temperature/Dew Point:</b>	21°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	LLANO , CA (101 )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	RIALTO , CA (L67 )	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	13:25 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	HESPERIA NONE	<b>Runway Surface Type:</b>	
<b>Airport Elevation:</b>		<b>Runway Surface Condition:</b>	
<b>Runway Used:</b>	0	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>		<b>VFR Approach/Landing:</b>	Forced landing

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 None	<b>Latitude, Longitude:</b>	34.360603,-117.320617(est)

## Administrative Information

**Investigator In Charge (IIC):** Llorente, A.  
**Additional Participating Persons:** ; RIVERSIDE , CA

**Original Publish Date:** June 25, 1992

**Last Revision Date:**

**Investigation Class:** [Class](#)

**Note:**

**Investigation Docket:** <https://data.nts.gov/Docket?ProjectID=26398>

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