



# Aviation Investigation Final Report

<b>Location:</b>	TORRANCE, California	<b>Accident Number:</b>	LAX90LA165
<b>Date &amp; Time:</b>	May 5, 1990, 17:16 Local	<b>Registration:</b>	N300MD
<b>Aircraft:</b>	MOONEY M20	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation		

## Analysis

THE PLT INDICATED THE ENG LOST POWER AND CONTINUED TO IDLE AT 400 FT AGL WHILE IN A RIGHT TURN. THE PLT LANDED THE AIRPLANE ON THE TAKEOFF RWY IN THE REVERSE DIRECTION. THE AIRPLANE OVERRAN THE RWY, AND STRUCK AN IRRIGATION PIPE. THE AIRPLANE NOSED OVER. AN 18 KNOT TAILWIND WAS REPORTED AT THE TIME OF THE ACCIDENT. THE AIRPLANE HAD A LOSS OF ENG POWER IN AUGUST OF 1989. THERE WERE NO INJURIES OR DAMAGE TO THE AIRPLANE AS A RESULT OF THE INCIDENT. THE ENG WAS EXAMINED AS A RESULT OF THE INCIDENT. THERE WAS NO EVIDENCE OF A MECHANICAL FAILURE OR MALFUNCTION FOUND. THE AIRPLANE HAD BEEN FLOWN ONCE FOR ABOUT AN HOUR SINCE AGU 1989. AFTER THE ACCIDENT THE ENG WAS AGAIN EXAMINED. THERE WAS NO EVIDENCE OF MECHANICAL FAILURE. THE ENG STARTED AND RAN FOR 30 MIN AFTER THE ACCIDENT. THE PLT INDICATED THAT THE AIRPLANE HAD BEEN WASHED BEFORE THE AUGUST 1989 INCIDENT. IT WAS REPORTED THAT THE AIRPLANE WAS AGAIN WASHED BEFORE THE ACCIDENT.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: WATER CONTAMINATION INTRODUCED INTO THE AIRPLANE FUEL SYSTEM WHEN THE AIRPLANE WAS WASHED. CONTRIBUTING TO THE ACCIDENT WAS AN 18 KNOT TAILWIND DURING LANDING ROLL WHICH RESULTED IN THE AIRPLANE OVERRUNNING THE RUNWAY.

## Findings

Occurrence #1: LOSS OF ENGINE POWER(PARTIAL) - NONMECHANICAL  
Phase of Operation: TAKEOFF - INITIAL CLIMB

### Findings

1. (C) FLUID,FUEL - CONTAMINATION
  2. (F) MAINTENANCE,SERVICE OF AIRCRAFT/EQUIPMENT - PERFORMED - PILOT IN COMMAND
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Occurrence #2: OVERRUN  
Phase of Operation: LANDING - ROLL

### Findings

3. (F) WEATHER CONDITION - TAILWIND
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Occurrence #3: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER  
Phase of Operation: LANDING - ROLL

### Findings

4. OBJECT - OTHER
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Occurrence #4: NOSE OVER  
Phase of Operation: LANDING - ROLL

## Factual Information

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	Male
<b>Airplane Rating(s):</b>	Single-engine land; Multi-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	Glider	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 Valid Medical--w/ waivers/lim	<b>Last FAA Medical Exam:</b>	August 30, 1989
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	3426 hours (Total, all aircraft), 2800 hours (Total, this make and model), 3426 hours (Pilot In Command, all aircraft), 22 hours (Last 90 days, all aircraft), 8 hours (Last 30 days, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	MOONEY	<b>Registration:</b>	N300MD
<b>Model/Series:</b>	M20 M20	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	400
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	January 2, 1990 Annual	<b>Certified Max Gross Wt.:</b>	2740 lbs
<b>Time Since Last Inspection:</b>	1 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	IO-360-A1A
<b>Registered Owner:</b>	STAUB, PAUL M	<b>Rated Power:</b>	200 Horsepower
<b>Operator:</b>	STRAUB, PAUL M.	<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>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	18 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	280°	<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>		<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>		<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	17:30 Local	<b>Type of Airspace:</b>	Class D

## Airport Information

<b>Airport:</b>	TORRANCE MUNI TOA	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	101 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	11R	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	3000 ft / 75 ft	<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>	

## Administrative Information

**Investigator In Charge (IIC):** Wilcox, Thomas

**Additional Participating Persons:**

**Original Publish Date:** November 23, 1992

**Last Revision Date:**

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

**Note:**

**Investigation Docket:** <https://data.nts.gov/Docket?ProjectID=26795>

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