



Aviation Investigation Final Report

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| Location: | ST.LOUIS, Missouri | Accident Number: | MKC87LA049 |
| Date & Time: | February 8, 1987, 13:30 Local | Registration: | CFDRN |
| Aircraft: | MOONEY M20E | Aircraft Damage: | Substantial |
| Defining Event: | | Injuries: | 1 None |
| Flight Conducted Under: | Part 91: General aviation | | |

Analysis

THE PIC WAS CLRD BY TWR TO LND RWY 30L. THE TWR ADVZD THE PIC THAT HIS GEAR WAS NOT EXTENDED. THE PIC RSPND WITH 'I KNOW THAT AND I HAVE LOST ENG PWR TOO'. THE ACFT SUBSEQUENTLY IMPACTED SHORT OF THE RWY. FAA MAINT INSP OF THE ACFT REVEALED NO FUEL IN THE TANKS. SUBSEQUENT INSP CONFIRMED NO FUEL IN THE SYSTEM. THE PIC DID NOT RESPOND TO REPEATED REQUESTS FOR FACTUAL INFORMATION ABOUT THE ACCIDENT.

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 - FINAL APPROACH

Findings

1. (C) FLUID,FUEL - EXHAUSTION
 2. (C) REFUELING - NOT PERFORMED - PILOT IN COMMAND
 3. (C) IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
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Occurrence #2: FORCED LANDING

Phase of Operation: DESCENT - EMERGENCY

Occurrence #3: GEAR NOT EXTENDED
Phase of Operation: LANDING

Factual Information

Pilot Information

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| Certificate: | Private | Age: | 51, Male |
| Airplane Rating(s): | Single-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: | Unknown Unknown | Last FAA Medical Exam: | |
| Occupational Pilot: | No | Last Flight Review or Equivalent: | |
| Flight Time: | | | |

Aircraft and Owner/Operator Information

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|--------------------------------------|--------------------------|---------------------------------------|-----------------|
| Aircraft Make: | MOONEY | Registration: | CFDRN |
| Model/Series: | M20E M20E | Aircraft Category: | Airplane |
| Year of Manufacture: | | Amateur Built: | |
| Airworthiness Certificate: | Normal | Serial Number: | 106 |
| Landing Gear Type: | Retractable - Tricycle | Seats: | 4 |
| Date/Type of Last Inspection: | June 16, 1986 Annual | Certified Max Gross Wt.: | 2575 lbs |
| Time Since Last Inspection: | | Engines: | 1 Reciprocating |
| Airframe Total Time: | 4267 Hrs | Engine Manufacturer: | LYCOMING |
| ELT: | Installed, not activated | Engine Model/Series: | IO-360 |
| Registered Owner: | WALTER FRANK FOLDY | Rated Power: | 200 Horsepower |
| Operator: | FERENC FOLDY | Operating Certificate(s) Held: | None |
| Operator Does Business As: | | Operator Designator Code: | |

Meteorological Information and Flight Plan

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|---|----------------------------------|---|------------------|
| Conditions at Accident Site: | Visual (VMC) | Condition of Light: | Day |
| Observation Facility, Elevation: | STL ,605 ft msl | Distance from Accident Site: | 5 Nautical Miles |
| Observation Time: | 13:16 Local | Direction from Accident Site: | |
| Lowest Cloud Condition: | Scattered / 3000 ft AGL | Visibility | 15 miles |
| Lowest Ceiling: | None | Visibility (RVR): | |
| Wind Speed/Gusts: | 22 knots / 29 knots | Turbulence Type Forecast/Actual: | / |
| Wind Direction: | 320° | Turbulence Severity Forecast/Actual: | / |
| Altimeter Setting: | 30 inches Hg | Temperature/Dew Point: | 5°C / -9°C |
| Precipitation and Obscuration: | No Obscuration; No Precipitation | | |
| Departure Point: | | Type of Flight Plan Filed: | None |
| Destination: | | Type of Clearance: | None |
| Departure Time: | 00:00 Local | Type of Airspace: | |

Airport Information

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|-----------------------------|-------------------|----------------------------------|--------------------------------|
| Airport: | ST. LOUIS INTL | Runway Surface Type: | Concrete |
| Airport Elevation: | 605 ft msl | Runway Surface Condition: | Dry |
| Runway Used: | 30L | IFR Approach: | None |
| Runway Length/Width: | 11019 ft / 200 ft | VFR Approach/Landing: | Forced landing;Traffic pattern |

Wreckage and Impact Information

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|----------------------------|--------|-----------------------------|-------------|
| 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: | |

Administrative Information

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| Investigator In Charge (IIC): | Thorpe, Clint |
| Additional Participating Persons: | ROGER HELMS; ST. LOUIS , MO CARL WEST; ST. LOUIS , MO |
| Original Publish Date: | July 3, 1989 |
| Last Revision Date: | |
| Investigation Class: | Class |
| Note: | |
| Investigation Docket: | https://data.nts.gov/Docket?ProjectID=34340 |

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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](#).