



Aviation Investigation Final Report

Location:	LAKE ELMO, Minnesota	Accident Number:	MKC89LA088
Date & Time:	April 8, 1989, 08:00 Local	Registration:	N9424V
Aircraft:	MOONEY M20E	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

SHORTLY AFTER DEPARTURE FOR A PERSONAL CROSS COUNTY FLIGHT, THE PLT NOTICED A LOSS OF FUEL PRESSURE. HE SWITCHED ON THE AUXILIARY FUEL PUMP WHICH FAILED TO RESTORE FUEL PRESSURE. HE TURNED TO RETURN TO THE AIRPORT, WHEN THE ENGINE FAILED. AN EMERGENCY LANDING WAS ATTEMPTED ON A SOFT, MUDDY FARM FIELD RESULTING IN SUBSTANTIAL DAMAGE TO THE AIRPLANE. POST ACCIDENT INVESTIGATION REVEALED THE FUEL SELECTOR TO BE ON THE RIGHT HAND TANK, IN WHICH THERE WAS NO VISABLE FUEL. THE ACFT WAS OUT OF ANNUAL INSPECTION.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: FUEL TANK SELECTOR IMPROPERLY POSITIONED, EMERGENCY PROCEDURE IMPROPERLY PERFORMED BY THE PILOT, AND FUEL STARVATION.

Findings

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

Findings

1. (C) FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND
2. (C) FLUID,FUEL - STARVATION
3. MAINTENANCE,ANNUAL INSPECTION - NOT PERFORMED

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

Findings

4. (C) EMERGENCY PROCEDURE - IMPROPER - PILOT IN COMMAND

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

5. (F) TERRAIN CONDITION - NONE SUITABLE

Factual Information

Pilot Information

Certificate:	Private	Age:	24, 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:	Class 3 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	July 22, 1988
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	227 hours (Total, all aircraft), 109 hours (Total, this make and model), 164 hours (Pilot In Command, all aircraft), 8 hours (Last 90 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	MOONEY	Registration:	N9424V
Model/Series:	M20E M20E	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	700026
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	November 19, 1987 Annual	Certified Max Gross Wt.:	2575 lbs
Time Since Last Inspection:	284 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	2766 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	IO-360-A1A
Registered Owner:	DOUGLAS S. HURINENKO	Rated Power:	200 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:	MSP ,841 ft msl	Distance from Accident Site:	10 Nautical Miles
Observation Time:	07:52 Local	Direction from Accident Site:	240°
Lowest Cloud Condition:	Scattered / 2000 ft AGL	Visibility	15 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	17 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	350°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	-4°C / -9°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	LAKE ELMO , MN (21D)	Type of Flight Plan Filed:	None
Destination:	FARGO , ND (FAR)	Type of Clearance:	None
Departure Time:	07:50 Local	Type of Airspace:	Class G

Airport Information

Airport:	LAKE ELMO 21D	Runway Surface Type:	Asphalt
Airport Elevation:	900 ft msl	Runway Surface Condition:	Dry
Runway Used:	31	IFR Approach:	None
Runway Length/Width:	2850 ft / 75 ft	VFR Approach/Landing:	Forced landing

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	44.990055,-92.899887(est)

Administrative Information

Investigator In Charge (IIC): Hruban, John

Additional Participating Persons: RICHARD EGAN;

Original Publish Date: January 31, 1991

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=34776>

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](#).