



Aviation Investigation Final Report

Location:	ALBUQUERQUE, New Mexico	Accident Number:	DEN00LA144
Date & Time:	August 3, 2000, 09:26 Local	Registration:	N6927U
Aircraft:	Mooney M20E	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The engine lost power shortly after takeoff. The pilot made a forced landing on a street and during the landing roll, the airplane struck road signs, damaging both wings. The pilot told FAA inspectors that he had departed Albuquerque International Sunport with half-full fuel tanks, and had flown to Santa Fe and Los Alamos, New Mexico. From there, he flew to Double Eagle II Airport. He did not purchase fuel at either airport. When the inspectors examined the airplane at the accident site, they found the left tank was 'bone dry' and only 'residual' fuel could be detected in the right tank. The airplane has a fuel capacity of 52 gallons.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: Fuel exhaustion and the pilot's failure the refuel the airplane. Factors were the road signs.

Findings

Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - NONMECHANICAL

Phase of Operation: CRUISE - NORMAL

Findings

1. (C) FLUID,FUEL - EXHAUSTION
2. (C) REFUELING - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2: FORCED LANDING

Phase of Operation: EMERGENCY DESCENT/LANDING

Occurrence #3: ON GROUND/WATER COLLISION WITH OBJECT

Phase of Operation: LANDING - ROLL

Findings

3. (F) OBJECT - SIGN

Factual Information

On August 3, 2000, at 0926 mountain daylight time, a Mooney M20E, N6927U, registered to and operated by the pilot, was substantially damaged when it collided with road signs during a forced landing in Albuquerque, New Mexico. Visual meteorological conditions prevailed, and no flight plan had been filed for the personal flight being conducted under Title 14 CFR Part 91. The flight originated in Albuquerque about 0920.

According to the pilot's accident report, he departed Albuquerque's Double Eagle II Airport (AEG), and was en route to Albuquerque International Sunport (ABQ). "Three minutes into [the] flight, [the] engine just quit," he wrote. He switched the fuel selector from the left to the right tank, turned on the auxiliary fuel pump, and fully enriched the fuel mixture. The engine did not start. The pilot made a forced landing on a street. During the landing roll, the airplane struck road signs, damaging the outboard 3 feet of both wings. The pilot said the main spar was undamaged, but FAA inspectors reported damaged stringers, ribs, and skin.

FAA inspectors also said the pilot told them he had departed Albuquerque International Sunport with half-full fuel tanks, and had flown to Santa Fe and Los Alamos, New Mexico. From there, he flew to Double Eagle II Airport. He did not purchase fuel at either airport. He departed Double Eagle II Airport and was en route to Albuquerque International Sunport when the engine lost power. When the inspectors examined the airplane at the accident site, they found the left tank was "bone dry" and only "residual" fuel could be detected in the right tank. The airplane has a fuel capacity of 52 gallons.

Pilot Information

Certificate:	Private	Age:	47, Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-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--no waivers/lim.	Last FAA Medical Exam:	January 26, 2000
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	2288 hours (Total, all aircraft), 450 hours (Total, this make and model), 2238 hours (Pilot In Command, all aircraft), 30 hours (Last 90 days, all aircraft), 20 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Mooney	Registration:	N6927U
Model/Series:	M20E M20E	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:		Serial Number:	297
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	December 1, 1999 Annual	Certified Max Gross Wt.:	2800 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	5506 Hrs	Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	IO-360-A1A
Registered Owner:	KEVIN R. MCKOWN/DON MICKEY	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:	ABQ ,5355 ft msl	Distance from Accident Site:	
Observation Time:	10:00 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Scattered / 13000 ft AGL	Visibility	10 miles
Lowest Ceiling:	Broken / 25000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	26°C / 6°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	ALBUQUERQUE , NM (AEG)	Type of Flight Plan Filed:	None
Destination:	ALBUQUERQUE , NM (ABQ)	Type of Clearance:	None
Departure Time:	09:20 Local	Type of Airspace:	Class E

Airport Information

Airport:		Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	0	IFR Approach:	
Runway Length/Width:		VFR Approach/Landing:	Forced landing

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:	

Administrative Information

Investigator In Charge (IIC):	Scott, Arnold
Additional Participating Persons:	WALTER P TIDMORE; ALBUQUERQUE , NM
Original Publish Date:	March 2, 2001
Last Revision Date:	
Investigation Class:	Class
Note:	The NTSB traveled to the scene of this accident.
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=49883

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](#).