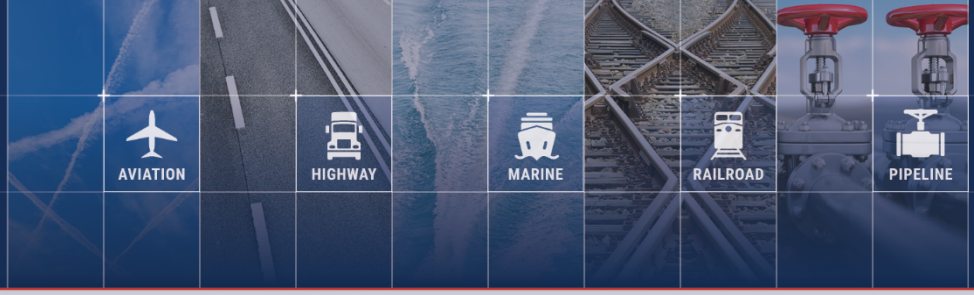

Aviation Investigation Final Report

Location:	Pembroke Pines, Florida	**Accident Number:**	ERA12CA348
Date & Time:	May 19, 2012, 12:20 Local	**Registration:**	N2610W
Aircraft:	Mooney M20C	**Aircraft Damage:**	Substantial
Defining Event:	Fuel exhaustion	**Injuries:**	1 Minor, 1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported that the airplane had flown about 4 hours, 25 minutes, including two takeoffs and climbs, since its last fueling. When the airplane was about 3 miles from the destination airport at 1,200 feet above ground level, the engine lost all power. The fuel selector was positioned to the left main fuel tank when the power loss occurred. The pilot moved the selector to the right main fuel tank, but the engine did not regain power. The pilot then performed a forced landing to a road. During the landing, he veered left to avoid an automobile and the left wing impacted a median. The airplane spun 180 degrees and came to rest upright. Postaccident examination of the wreckage revealed no evidence of mechanical malfunctions or failure that would have precluded normal operation; however, there was impact-related damage to both wings. The left main fuel tank was intact and did not contain any fuel. Although the top of the right main fuel tank had been compromised, there was no evidence that fuel had leaked from that tank. About 1/2 gallon of fuel was found in the right main fuel tank.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's improper fuel management, which resulted in a total loss of engine power during approach due to fuel exhaustion.

Findings

Personnel issues	Fuel planning - Pilot
Aircraft	Fuel - Fluid management

Factual Information

History of Flight

Approach-VFR pattern downwind	Fuel exhaustion (Defining event)
Approach-VFR pattern downwind	Loss of engine power (total)
Emergency descent	Off-field or emergency landing
Emergency descent	Collision with terr/obj (non-CFIT)

Pilot Information

Certificate:	Commercial	**Age:**	68,Male
Airplane Rating(s):	Single-engine land; Multi-engine land	**Seat Occupied:**	Left
Other Aircraft Rating(s):	None	**Restraint Used:**	
Instrument Rating(s):	Airplane	**Second Pilot Present:**	No
Instructor Rating(s):	None	**Toxicology Performed:**	No
Medical Certification:	Class 3 With waivers/limitations	**Last FAA Medical Exam:**	March 23, 2012
Occupational Pilot:	No	**Last Flight Review or Equivalent:**	July 24, 2010
Flight Time:	4000 hours (Total, all aircraft), 200 hours (Total, this make and model), 3000 hours (Pilot In Command, all aircraft), 5 hours (Last 90 days, all aircraft), 5 hours (Last 30 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Mooney	**Registration:**	N2610W
Model/Series:	M20C	**Aircraft Category:**	Airplane
Year of Manufacture:		**Amateur Built:**	
Airworthiness Certificate:	Normal	**Serial Number:**	3290
Landing Gear Type:	Retractable - Tricycle	**Seats:**	4
Date/Type of Last Inspection:	May 18, 2012 Annual	**Certified Max Gross Wt.:**	2575 lbs
Time Since Last Inspection:	5 Hrs	**Engines:**	1 Reciprocating
Airframe Total Time:	2904 Hrs as of last inspection	**Engine Manufacturer:**	LYCOMING
ELT:	Installed, activated, aided in locating accident	**Engine Model/Series:**	O-360
Registered Owner:	MCCONNELL WILLIAM R	**Rated Power:**	180 Horsepower
Operator:	MCCONNELL WILLIAM R	**Operating Certificate(s) Held:**	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	**Condition of Light:**	Day
Observation Facility, Elevation:	HWO,8 ft msl	**Distance from Accident Site:**	3 Nautical Miles
Observation Time:	11:53 Local	**Direction from Accident Site:**	180°
Lowest Cloud Condition:		**Visibility**	10 miles
Lowest Ceiling:	Broken / 3000 ft AGL	**Visibility (RVR):**	
Wind Speed/Gusts:	4 knots /	**Turbulence Type Forecast/Actual:**	/
Wind Direction:		**Turbulence Severity Forecast/Actual:**	/
Altimeter Setting:	29.95 inches Hg	**Temperature/Dew Point:**	28°C / 21°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Athens, GA (AHN)	**Type of Flight Plan Filed:**	None
Destination:	Pembroke Pines, FL (HWO)	**Type of Clearance:**	None
Departure Time:	08:10 Local	**Type of Airspace:**	

Airport Information

Airport:	North Perry Airport HWO	**Runway Surface Type:**	
Airport Elevation:	8 ft msl	**Runway Surface Condition:**	
Runway Used:		**IFR Approach:**	None
Runway Length/Width:		**VFR Approach/Landing:**	Forced landing

Wreckage and Impact Information

Crew Injuries:	1 None	**Aircraft Damage:**	Substantial
Passenger Injuries:	1 Minor	**Aircraft Fire:**	None
Ground Injuries:	N/A	**Aircraft Explosion:**	None
Total Injuries:	1 Minor, 1 None	**Latitude, Longitude:**	26.001111,-80.240554(est)

Administrative Information

Investigator In Charge (IIC):	Gretz, Robert
Additional Participating Persons:	Frank Donovan; FAA/FSDO; Miramar, FL
Original Publish Date:	October 15, 2012
Last Revision Date:	
Investigation Class:	Class
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=83709