



Aviation Investigation Final Report

Location:	JOHNSON CITY, Tennessee	Accident Number:	ATL93LA018
Date & Time:	October 27, 1992, 20:00 Local	Registration:	N2975L
Aircraft:	MOONEY M20F	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Serious
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PILOT HAD JUST PURCHASED THE AIRCRAFT. THE AIRCRAFT DID NOT HAVE ANY NAVIGATIONAL OR COMMUNICATION RADIOS, EXCEPT FOR A HAND HELD RADIO. THE WEATHER IN THE MOUNTAINOUS AREA WAS MARGINAL FOR FLIGHT IN VISUAL METEOROLOGICAL CONDITIONS. WITNESSES STATED THAT THE PILOT SEEMED TO BE IN A HURRY TO DEPART, THEY STATED THAT HE DID NOT PERFORM ANY PREFLIGHT OF THE AIRCRAFT PRIOR TO DEPARTURE. THE AIRCRAFT CRASHED NEAR THE ORIGINAL POINT OF DEPARTURE NEARLY TWO AND ONE HALF HOURS AFTER DEPARTURE. INVESTIGATION REVEALED THAT THERE WAS NO FUEL REMAINING IN THE LEFT FUEL TANK. THE FUEL SELECTOR WAS SELECTED TO THE LEFT TANK.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S IMPROPER MANAGEMENT OF THE FUEL SYSTEM.

Findings

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

Findings

1. (C) FLUID,FUEL - STARVATION
2. (C) FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND

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

Occurrence #3: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: LANDING - ROLL

Findings

3. OBJECT - TREE(S)

Factual Information

Pilot Information

Certificate:	Commercial	Age:	65, 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 2 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	February 14, 1992
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	3780 hours (Total, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	MOONEY	Registration:	N2975L
Model/Series:	M20F M20F	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	670334
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	October 28, 1992 Annual	Certified Max Gross Wt.:	2740 lbs
Time Since Last Inspection:	3 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	2833 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	IO-360-A1A
Registered Owner:	GLOGOWSKI, STEFAN W.	Rated Power:	200 Horsepower
Operator:	GLOGOWSKI, STEFAN W.	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:	Night/dark
Observation Facility, Elevation:	TRI ,1519 ft msl	Distance from Accident Site:	20 Nautical Miles
Observation Time:	20:00 Local	Direction from Accident Site:	40°
Lowest Cloud Condition:	Clear	Visibility	4 miles
Lowest Ceiling:	Overcast / 2500 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	3 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	150°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	12°C / 11°C
Precipitation and Obscuration:	N/A - None - Fog		
Departure Point:	(0A4)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	17:15 Local	Type of Airspace:	Class G

Airport Information

Airport:		Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Forced landing

Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Serious	Latitude, Longitude:	36.329639,-82.360214(est)

Administrative Information

Investigator In Charge (IIC):	Sasser, Roff
Additional Participating Persons:	LYNN W LAFEVER; NASHVILLE , TN
Original Publish Date:	June 21, 1993
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=8699

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](#).