



Joshua Lindberg
Senior Aviation Accident Investigator
Aviation Safety, Central Region

Date: May 15, 2026
Subject: CEN26LA189 Accident Details
Contact: Pilot, [REDACTED]

The NTSB Duty Officer Fox triaged this accident notification and received the following information.

15 MAY 2026 about 1615 CDT

Morris, Illinois / 41.43633N / 88.41901W

Mooney M20J (N201QM)

1 SOB (No injuries)

Substantial Damage to the wing leading edges, bottom edge of lower fuselage near engine compartment.

Circumstances: Local practice flight following annual inspection at Lansing, IL (KLAN). Pilot was conducting maneuvers and was headed east at 3,500 ft when he heard a "pop" and began losing engine power. Pilot reported that the airplane was fueled, but not topped off, before the flight. Before the flight the left fuel tank contained 1/4 fuel and 3/4 fuel in the right tank. The pilot believed that before the flight the airplane contained 32 gallons total.

The airplane had been flown on the left tank throughout the entire flight, which was about a 40-minute flight.

Following the loss of engine power, the pilot conducted a forced landing in a flower prairie north of Morris Airport (C09) that he was trying to reach. The pilot reported

that he extended the landing gear before landing, but the gear were subsequently found retracted at the accident stie.

NTSB Duty Officer Fox asked for the fuel tanks to be examined for fuel. The pilot used a stick to measure the quantity of both fuel tanks. The left fuel tank was void of any fuel. The right fuel tank was about 1/2 full. The pilot conceded that the loss of engine power was due to fuel starvation, i.e. running the left fuel tank to empty.

NTSB Duty Officer Fox asked for photos of the airplane at the accident site. The Morris Fire Department provided the photos before the airplane was moved. These photos revealed wing leading edge damage that exceeded 10% of the wingspan, and lower fuselage damage to the forward fuselage. Additionally, the landing gear was not extended at the accident site. Either it was not extended before touchdown, or it collapsed during the forced landing.

The airplane was subsequently recovered to the Morris Airport (C09).

END