



MEMORANDUM FOR RECORD

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Air Safety Investigator

(GAAID) General Aviation Accident Investigation Division

August 21st, 2018

NTSB Accident Number: GAA18CA233

Aircraft Registration & Make/Model: N3535X, Mooney, M20F

Accident Location: San Antonio, TX (1T8)

Accident Date: 19APR2018@1655(CDT)

Subject: Memorandum for Record

In support of the National Transportation Safety Board (NTSB), Air Safety Accident Investigation involving accident airplane, N3535X, the Investigator-in-charge (IIC), spoke with the Federal Aviation Administration, Aviation Safety Inspector that performed the post-accident airplane examination. The IIC also spoke with the pilot-in-command that occupied the right front seat, and the flight instructor that occupied the right rear seat. The following is a synopsis of the conversations:

PIC

The pilot noticed sputtering and he leaned out the engine via mixture control and the issue corrected for about 10 seconds. The pilot spoke with ATC and let them know he had an issue. He did a 45° turn into runway 34.

There was an instructor on board seated in the rear right, the pilot had just passed his check ride 2 days prior and he was seated in the front left seat, but he was not appropriately endorsed for a complex airplane.

The wind was out of the north about 20-25knots

The left seater and the right rear seater performed the preflight. They purchased about 20 gallons of fuel with 10 a side. The airplane burns about 8.8 gph. He believed that there was about 30 gallons onboard prior to takeoff. Total 50 gallons. There were four people on board.

The PIC checked the fuel prior to flight and he said that they had fuel.

Climbed to 8,500ft MSL around San Antonio, and descended to 5,000 and that is when the engine started running rough. He had a cheat sheet (not the full emergency procedure). The actual checklist was behind the right pilot seat. The fuel selector was selected to the right tank. He believed that there was fuel in the left tank as well. The right seater turned on the aux pump over Canyon Lake.

The PIC checked the mixture; he pulled the mixture to full lean and then applied half rich. The engine ran well for about 20 seconds. The sputtering continued, and the engine ran rough. They were about 3,300ft and north of Canyon Lake, and descended to 2,600ft when they were above Kestler Airport. They were on a left downwind for Bulverde RWY 34 about 134 knots, and he put the gear down about 90 knots, and he over flew the creek on the north west side of the runway.

The pilot made the left turn just pass the numbers. The airplane touched down just pass 1,000ft markers about 90 knots (about 10 MPH too fast and too far down the runway). The PIC asked the left seater to apply brakes during the landing roll, because this Mooney doesn't have brakes on the right side. The pilot applied full left rudder and exited the runway to the left. The right main landing gear collapsed, the rear fuselage was damaged, and the right wing had some damage as well.

FAA Aviation Safety Inspector

During examination of the accident airplane, the engine showed no signs of malfunction, both magnetos provided spark and were operational. The propeller spun freely, and the electric fuel pump was operational. The right tank fuel gauge indicated that the tank was half full when the battery was off, and completely full when the battery was turned on. About ½ cup of fuel was drained from the right fuel tank, and the left fuel tank was about 90 percent full of fuel.

Flight Instructor

During a telephone interview with the flight instructor seated in the right rear seat, he identified that the airplane touched down with between 40-60 percent of the runway remaining. The airspeed when the airplane touched down was about 100 knots.