



National Transportation Safety Board Aviation Accident Data Summary

Location:	GORMAN, CA	Accident Number:	LAX93LA089
Date & Time:	01/02/1993, 1530 PST	Registration:	N6790V
Aircraft:	MOONEY M20C	Injuries:	2 Minor
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

THE AIRPLANE WAS IN CRUISE FLIGHT AT ABOUT 9,500 FEET MEAN SEA LEVEL WHEN THE ENGINE HAD A TOTAL LOSS OF POWER. THE PILOT ENTERED A POWER OFF FORCED LANDING AND PERFORMED EMERGENCY PROCEDURES ATTEMPTING TO RE START THE ENGINE. HE COULD NOT GET THE ENGINE STARTED. THE PILOT LANDED THE AIRPLANE ON A TWO LANE ROAD ADJACENT TO AN INTERSTATE HIGHWAY. THE PILOT ENCOUNTERED AN UNFAVORABLE LEFT CROSSWIND WHICH CAUSED THE AIRPLANE TO DRIFT TO THE RIGHT SIDE OF THE ROAD. DURING LANDING ROLL THE AIRPLANE'S RIGHT WING CONTACTED METAL FENCE POSTS AND SPUN THE AIRPLANE INTO AN EMBANKMENT. DURING AN FAA SUPERVISED ENGINE RUN FUEL WAS NOTED AS LEAKING FROM THE CARBURETOR. AN EXAMINATION OF THE CARBURETOR REVEALED THAT THE INLET FUEL FITTING HAD GALLED OR CROSSFED THREADS. METAL SHAVINGS FROM THE THREADS BYPASSED THE FUEL SCREEN AND TRAVELED DIRECTLY INTO THE FUEL FLOAT VALVE WITHOUT GOING THROUGH THE FILTER SCREEN. THIS CAUSED THE FLOAT VALVE TO BECOME INOPERATIVE, WHICH RESULTED IN FLOODING THE ENGINE WITH FUEL CAUSING A TOTAL LOSS OF ENGINE POWER. THE AIRPLANE'S ENGINE HAD A TOTAL TIME OF 7 HOURS SINCE OVERHAUL.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

1) THE CARBURETOR INLET FUEL LINE BEING IMPROPERLY INSTALLED BY MAINTENANCE PERSONNEL WHICH ALLOWED THE CARBURETOR TO BECOME CONTAMINATED WITH METAL PARTICLES, AND 2) THE CARBURETOR FLOAT VALVE BEING JAMMED BY METAL PARTICLES WHICH ALLOWED EXCESSIVE FUEL TO BE INTRODUCED INTO THE CARBURETOR RESULTING IN FLOODING AND THE TOTAL LOSS OF ENGINE POWER. A FACTOR IN THIS ACCIDENT WAS THE PILOT ENCOUNTERING AN UNFAVORABLE CROSSWIND DURING FINAL APPROACH WHICH LED TO THE AIRPLANE'S WING COLLIDING WITH FENCE POSTS DURING LANDING ROLL.

Findings

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

Findings

1. (C) FUEL SYSTEM,LINE FITTING - CROSS/STRIPPED THREADED
2. (C) MAINTENANCE,INSTALLATION - IMPROPER - OTHER MAINTENANCE PERSONNEL
3. (C) FUEL SYSTEM,CARBURETOR - CONTAMINATION

4. (C) FUEL SYSTEM,CARBURETOR FLOAT - JAMMED

5. (C) FLUID,FUEL - PRESSURE EXCESSIVE

Occurrence #2: FORCED LANDING

Phase of Operation: DESCENT - EMERGENCY

Occurrence #3: ON GROUND/WATER COLLISION WITH OBJECT

Phase of Operation: LANDING - ROLL

Findings

6. (F) WEATHER CONDITION - UNFAVORABLE WIND

7. OBJECT - FENCE POST

Pilot Information

Certificate:	Private	Age:	42
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	564 hours (Total, all aircraft), 385 hours (Total, this make and model), 484 hours (Pilot In Command, all aircraft), 13 hours (Last 90 days, all aircraft), 7 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	MOONEY	Registration:	N6790V
Model/Series:	M20C M20C	Engines:	1 Reciprocating
Operator:	DANIEL G. OLIVIER	Engine Manufacturer:	LYCOMING
Operating Certificate(s) Held:	None	Engine Model/Series:	O-360-A1D
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Not Reported
Observation Facility, Elevation:	, 0 ft msl	Weather Information Source:	Pilot
Lowest Ceiling:	None / 0 ft agl	Wind Speed/Gusts, Direction:	20 knots / 25 knots, 300°
Temperature:		Visibility	20 Miles
Precipitation and Obscuration:			
Departure Point:	PETALUMA, CA (O69)	Destination:	EL MONTE, CA (EMT)

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	1 Minor	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None

Latitude, Longitude:

Administrative Information

Investigator In Charge (IIC): RICHARD V CHILDRESS Adopted Date: 11/15/1993

Investigation Docket: NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at pubinq@ntsb.gov, or at 800-877-6799. Dockets released after this date are available at <http://dms.nts.gov/pubdms/>.

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