



National Transportation Safety Board Aviation Accident Factual Report

Location:	VICTORVILLE, CA	Accident Number:	LAX00LA063
Date & Time:	01/02/2000, 1800 PST	Registration:	N3690L
Aircraft:	Cessna 172G	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None

Flight Conducted Under: Part 91: General Aviation - Personal

On January 2, 2000, at 1800 hours Pacific standard time, a Cessna 172G, N3690L, was substantially damaged during a precautionary landing on a county road at Victorville, California. The private pilot and one passenger were not injured. Visual meteorological conditions prevailed for the personal flight, which was operated under 14 CFR Part 91 by Riverside (California) Air Service. The flight departed Bullhead City, Arizona, about 1515 and no flight plan was filed.

The pilot reported that 2 hours 15 minutes after takeoff, as he was flying along highway 15, the generator fail annunciator light came on. He reduced the electrical load and noted that the carburetor air temperature and exhaust gas temperature gauges were "climbing above the warning lines." The pilot contacted Southern California (SoCal) Approach Control and explained that he was "not familiar" with the area and requested a vector to the nearest airport. Before SoCal could help, the electrical power failed completely and the engine started to run rough. He decided to land on a road because he was "not sure" of his position and didn't know if the engine gauges were reading correctly. He also reported that the engine was "running rough" and "sputtering" at full throttle. As the airplane touched down, the left wing struck a street sign, which deflected the airplane across the highway median and off the other side of the road.

The accident time was 2 hours 45 minutes after takeoff. According to a GTE DUATS flight plan, the low altitude airway distance from Laughlin to Riverside is 167 nautical miles, and the distance from Laughlin to Victorville is approximately 142 nautical miles. The pilot had 90 hours total flying time and received his private pilot certificate on December 9, 1999.

The operator sent the engine to an engine repair facility where it was disassembled and inspected, including the carburetor and magnetos. The mechanic there told the Safety Board investigator that no discrepancies were noted that might have led to a power interruption or a rough running engine. The engine was subsequently reinstalled in the airplane and operated normally. The electrical charging system was found to be inoperative and the generator and voltage regulator were replaced.

Pilot Information

Certificate:	Private	Age:	35, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	10/08/1998
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	90 hours (Total, all aircraft), 90 hours (Total, this make and model), 16 hours (Last 90 days, all aircraft), 4 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N3690L
Model/Series:	172G 172G	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal; Utility	Serial Number:	17253859
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	10/20/1999, Annual	Certified Max Gross Wt.:	2300 lbs
Time Since Last Inspection:	26 Hours	Engines:	1 Reciprocating
Airframe Total Time:	6030 Hours	Engine Manufacturer:	Continental
ELT:	Installed	Engine Model/Series:	O-300-D
Registered Owner:	PAUL MCCLINTOCK	Rated Power:	145 hp
Operator:	RIVERSIDE AIR SERVICE	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	DAG, 1927 ft msl	Distance from Accident Site:	32 Nautical Miles
Observation Time:	1750 PST	Direction from Accident Site:	38°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	15 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	260°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	8°C / -6°C
Precipitation and Obscuration:			
Departure Point:	BULLHEAD CITY, AZ (IFP)	Type of Flight Plan Filed:	None
Destination:	RIVERSIDE, CA (RAL)	Type of Clearance:	None
Departure Time:	1515 PST	Type of Airspace:	Class G

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	RICHARD B PARKER
Additional Participating Persons:	R C MORTEN; RIVERSIDE, CA
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/ .