



## National Transportation Safety Board Aviation Accident Factual Report

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<b>Location:</b>	OREGON CITY, OR	<b>Accident Number:</b>	SEA00LA150
<b>Date &amp; Time:</b>	08/01/2000, 1830 PDT	<b>Registration:</b>	N1927Y
<b>Aircraft:</b>	Mooney M20E	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 Minor

**Flight Conducted Under:** Part 91: General Aviation - Personal

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On August 1, 2000, approximately 1830 Pacific daylight time, a Mooney M20E, N1927Y, registered to Wrightco Motorcycle Accessories, Inc., and being flown by a private pilot, was substantially damaged during a forced landing six nautical miles southeast of Oregon City, Oregon. The pilot sustained minor injuries. Visual meteorological conditions existed and no flight plan had been filed. The flight, which was personal, was operated under 14CFR91, and originated from Estacada, Oregon, and was en route to Mulino, Oregon.

The pilot reported in a telephonic interview that he had initiated a descent from 2,000 feet above sea level to his destination when the engine abruptly stopped operating. He then attempted to trouble shoot the power loss by selecting alternate fuel tanks, and then boost pump operation, without success. He then executed a forced landing to an agricultural field encountering rough terrain during the landing rollout.

Post-crash examination and test run of the engine by the Federal Aviation Administration's (FAA) Hillsboro, Oregon, Flight Standards District Office inspector assigned to the accident was conducted shortly after the accident. The aircraft was leveled at the site and both left and right fuel tanks were observed to be approximately half full. The inspector reported that during the test run, the "fuel control servo appeared to be blocked for unknown reason" and that "fuel pressure going in the fuel servo was considerably/extremely low at [the] outlet and would not sustain engine operation."

The fuel servo unit was removed from the aircraft's Lycoming IO-360-A1A engine and shipped to the Safety Board's Northwest Regional Office. It was subsequently flow checked at the facilities of Precision Airmotive on October 20, 2000. No discrepancies were noted during the flow check (refer to attached report).

The fuel servo was returned to the maintenance facility that had removed it with instructions to re-install it in the aircraft. The FAA's Hillsboro Flight Standards District Office inspector assigned to the investigation returned to the maintenance facility and observed a second test run of the engine. He reported that the engine successfully operated with no discrepancies noted.

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	72, Male
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Valid Medical--w/ waivers/lim.	<b>Last FAA Medical Exam:</b>	04/06/2000
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	2200 hours (Total, all aircraft), 1900 hours (Total, this make and model), 15 hours (Last 90 days, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Mooney	<b>Registration:</b>	N1927Y
<b>Model/Series:</b>	M20E M20E	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	234
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	05/27/1999, Annual	<b>Certified Max Gross Wt.:</b>	2550 lbs
<b>Time Since Last Inspection:</b>	40 Hours	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	4425 Hours	<b>Engine Manufacturer:</b>	Lycoming
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	IO-360-A1A
<b>Registered Owner:</b>	WRIGHTCO MOTORCYCLE ACC.'S INC	<b>Rated Power:</b>	200 hp
<b>Operator:</b>	WRIGHT, ELDEN D.	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	UAO, 196 ft msl	Distance from Accident Site:	10 Nautical Miles
Observation Time:	1853 PDT	Direction from Accident Site:	242°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	10 Miles
Lowest Ceiling:	Unknown / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	9 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	30°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	26° C / 16° C
Precipitation and Obscuration:			
Departure Point:	ESTACADA, OR (5S9)	Type of Flight Plan Filed:	None
Destination:	MULINO, OR	Type of Clearance:	None
Departure Time:	1815 PDT	Type of Airspace:	Class G

## Wreckage and Impact Information

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

## Administrative Information

Investigator In Charge (IIC):	STEVEN A MCCREARY
Additional Participating Persons:	TIM MOON; HILLSBORO, OR
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 <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .