



# National Transportation Safety Board Aviation Accident Data Summary

<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>Injuries:</b>	1 Minor
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Analysis

While descending through 2,000 feet, the Mooney M20E's Lycoming IO-360-A1A engine stopped operating. The pilot switched fuel tanks and activated the fuel boost pump without success, and then executed a forced landing to rough/uneven terrain in an agricultural field. On site examination revealed fuel in both fuel tanks. The FAA inspector assigned to the accident reported that in a post-crash examination and test run of the engine 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 was removed and flow checked with no discrepancies noted. The servo was then re-installed in the aircraft and the FAA inspector observed a second test run during which the engine successfully operated with no discrepancies noted.

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: A loss of engine power for undetermined reason(s). A factor was the rough/uneven terrain.

## Findings

Occurrence #1: LOSS OF ENGINE POWER

Phase of Operation: DESCENT

Findings

1. (C) REASON FOR OCCURRENCE UNDETERMINED

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Occurrence #2: FORCED LANDING

Phase of Operation: DESCENT - EMERGENCY

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Occurrence #3: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER

Phase of Operation: LANDING - ROLL

Findings

2. (F) TERRAIN CONDITION - ROUGH/UNEVEN

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	72
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Instrument Rating(s):</b>	None
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	None
<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>Engines:</b>	1 Reciprocating
<b>Operator:</b>	WRIGHT, ELDEN D.	<b>Engine Manufacturer:</b>	Lycoming
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	IO-360-A1A
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	UAO, 196 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	Unknown / 0 ft agl	<b>Wind Speed/Gusts, Direction:</b>	9 knots / , 30°
<b>Temperature:</b>	26° C	<b>Visibility</b>	10 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	ESTACADA, OR (5S9)	<b>Destination:</b>	MULINO, OR

## Wreckage and Impact Information

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

## Administrative Information

<b>Investigator In Charge (IIC):</b>	STEVEN A MCCREARY	<b>Adopted Date:</b>	05/18/2001
<b>Investigation Docket:</b>	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> .		

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