



National Transportation Safety Board

Aviation Accident Data Summary

Location:	Van Nuys, CA	Accident Number:	LAX05FA193
Date & Time:	06/01/2005, 2306 PDT	Registration:	N6574U
Aircraft:	Mooney M20C	Injuries:	1 Fatal
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The airplane departed from controlled flight during a missed approach and collided with hilly terrain. The non-instrument rated private pilot departed, at night, to an airport located about 40 miles to the north. While en route, the pilot contacted the terminal radar approach control (TRACON) specialist on duty and was subsequently advised that weather conditions were IFR at the pilot's intended destination airport. The pilot responded by saying he was going to try to find a VFR route. A review of archived radar data revealed that the accident airplane flew to various locations around the accident airport at altitudes above the underlying overcast cloud layer. The pilot then contacted the TRACON specialist and requested the ILS runway 16R approach at the accident airport. A review of air-to-ground communications tapes, transcripts, and archived radar data, revealed that the accident pilot was unable to intercept the glide slope and localizer for the ILS approach to runway 16R, or to maintain an assigned altitude or heading. Examination of the radar data for the pilot's attempted ILS approach showed that the airplane crossed the final approach course, 161 degrees, from the west between the initial approach fix and the outer marker. The airplane's track overshot the final approach course to the east and then corrected back so that it was on course at the outer marker. The track then deviated to the east again and corrected back to the final approach course, which was then followed by a 90-degree turn away from the final approach course to the west. The track proceeded westerly for 27 seconds, climbing from 2,100 to 2,500 feet and then down to 2,400 feet. The track turned south for 32 seconds, climbing from 2,400 feet to 3,000 feet. The last leg of the track proceeded northwesterly for the final 12 seconds, and the altitude descended from 3,000 feet to 2,600 feet, to 2,400 feet, to the accident elevation at 1,253 feet. Impact forces destroyed the airplane. According to the airplane's owner, the attitude gyro indicated a 10-degree left angle of bank when the airplane was in level flight. No preaccident mechanical anomalies were discovered during the investigation. At the time of the accident the reported weather was 1,400 feet overcast, with tops estimated at 3,000 feet. The weather forecast products available at the time of the pilot's departure predicted marginal VFR to IFR conditions at the destination, with ceilings occasionally below 1,000 feet and visibilities below 3 miles.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's decision to attempt flight into instrument meteorological conditions, which resulted in the pilot's loss of aircraft control due to spatial disorientation. Factors in the accident were haze and low ceilings, the night lighting condition, an undetermined attitude gyro problem, and the pilot's lack of qualification/experience for flight in instrument conditions.

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: MISSED APPROACH (IFR)

Findings

1. (F) LIGHT CONDITION - DARK NIGHT
 2. (F) WEATHER CONDITION - LOW CEILING
 3. (F) FLIGHT/NAV INSTRUMENTS, ATTITUDE INDICATOR - ERRATIC
 4. (F) PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND
 5. (C) OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - PERFORMED - PILOT IN COMMAND
 6. (C) AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 7. (C) SPATIAL DISORIENTATION - PILOT IN COMMAND
 8. (F) LACK OF CERTIFICATION - PILOT IN COMMAND
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Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Findings

9. TERRAIN CONDITION - GROUND

Pilot Information

Certificate:	Private	Age:	39
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	None
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	206 hours (Total, all aircraft), 191 hours (Total, this make and model), 155 hours (Pilot In Command, all aircraft), 0 hours (Last 90 days, all aircraft), 0 hours (Last 30 days, all aircraft), 0 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Mooney	Registration:	N6574U
Model/Series:	M20C	Engines:	1 Reciprocating
Operator:	Yian Chang	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:	Instrument Conditions	Condition of Light:	Night
Observation Facility, Elevation:	KVNY, 770 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	Overcast / 1200 ft agl	Wind Speed/Gusts, Direction:	6 knots / , 140°
Temperature:	16°C	Visibility	6 Miles
Precipitation and Obscuration:	Haze		
Departure Point:	Santa Ana, CA (KSNA)	Destination:	Van Nuys, CA (KVNY)

Airport Information

Airport:	Van Nuys (KVNY)	Runway Surface Type:	Asphalt
Runway Used:	16	Runway Surface Condition:	Dry
Runway Length/Width:	4011 ft / 75 ft		

Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Latitude, Longitude:	24.285000, -118.530278		

Administrative Information

Investigator In Charge (IIC):	Van S McKenny	Adopted Date:	12/28/2006
Investigation Docket:	NTSB accident and incident docket 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 pubin@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

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