



NATIONAL TRANSPORTATION SAFETY BOARD

Office of Aviation Safety
Western Pacific Region

July 16, 2021

ACCIDENT SITE EXAMINATION SUMMARY

WPR21FA272

This document contains 7 embedded images.

A. ACCIDENT

Location: Dinsmore, CA
Date: July 15, 2021
Aircraft: Mooney M20J, N4474H
NTSB Investigator-in-Charge: Maja Smith

B. SUMMARY

Examination of the accident site was conducted on July 16, 2021. All major structural components of the airplane were located at the accident site. The wreckage was recovered to a secure location for further examination.

C. DETAILS OF THE INVESTIGATION

1.0 Accident Site Examination

Initial Impact: 40°29'19.37"N, 123°35'22.62"W
Main Wreckage: 40°29'17.92"N, 123°35'22.23"W

The accident site was located next to highway 36; about 1,600 ft from the departure end of runway 09 at Dinsmore Airport (D63), Dinsmore, California and on a heading of 126°.



Image 1-Satellite View of the accident location



Image 2-Satellite view of the accident location (zoomed in)

Examination of the accident site revealed that the airplane's right wing impacted about 30-foot-tall redwood tree. A portion of the right wing was separated and located on the ground adjacent to the tree.



Image 3 – First point of impact (treetop)



Image 4 – Right wing

The rest of the airplane came to rest about 120 ft and on the heading of 170° from the first point of impact and came to rest inverted. Outboard portion of the left wing separated on impact with the ground/vegetation and was found about 10 ft from the rest of the wreckage.



Image 5 – Left wing



Image 6 – Main wreckage

The main wreckage consisted of the propeller, engine, cabin, fuselage, inboard portions of both wings, and the empennage. These components were charred, melted, damaged by the impact and burned by the post-impact fire. The nose landing gear was in the extended position and locked. Both propeller blades were attached to the hub, but the propeller separated from the airframe. The instrument panel was mostly consumed by the fire.

Flight control cable continuity was confirmed from each cockpit control to the associated flight control through connecting rods.



Image 7 – Empennage