Aviation Investigation Final Report

Location:	McIntyre, Georgia	**Accident Number:**	ERA20LA123
Date & Time:	March 7, 2020, 10:15 Local	**Registration:**	N9281M
Aircraft:	Mooney M20C	**Aircraft Damage:**	Substantial
Defining Event:	Loss of engine power (total)	**Injuries:**	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot departed the airport with full fuel tanks. About 1 hour and 15 minutes into the flight, and about 5 minutes after switching fuel tanks, the engine suddenly lost all power. The pilot attempted to recover engine power, including the application of carburetor heat; however, these attempts were unsuccessful. The pilot performed a forced landing in a field where the airplane collided with a fence and was substantially damaged.

A postaccident examination of the engine and fuel system did not reveal evidence of a preexisting mechanical malfunction or anomaly. The airplane was being operated in weather conditions conducive to serious carburetor icing at glide power. Since the power loss was sudden, and the pilot immediately applied carburetor heat, it is unlikely that carburetor icing was a factor.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

A total loss of engine power for reasons that could not be determined.

Findings

Not determined	(general) - Unknown/Not determined

Factual Information

History of Flight

Enroute-cruise	Loss of engine power (total) (Defining event)
Emergency descent	Off-field or emergency landing
Landing-landing roll	Collision with terr/obj (non-CFIT)

On March 7, 2020, about 1015 eastern standard time, a Mooney M20C, N9281M, was substantially damaged when it was involved in an accident near McIntyre, Georgia. The pilot was not injured. The airplane was operated as a Title 14 *Code of Federal Regulations* Part 91 personal flight.

The pilot reported that he was conducting a pleasure flight under visual flight rules. All ground operations and engine run-up checks were normal. Both fuel tanks were full prior to departure. During cruise flight, about 5 minutes after switching from the right to the left fuel tank, the engine suddenly lost all power. An attempt to restart the engine, which included the selection of carburetor heat, was unsuccessful. He performed a forced landing into a field. After touchdown, the right wing collided with a fence post and the airplane came to a stop. The fuselage and both wings were structurally damaged. There was no fire.

The wreckage was recovered to a storage facility and examined. Both wing tanks contained an adequate supply of fuel. The fuel selector handle was in the left tank position. Two in-line fuel filters were free of contaminants or obstructions. An examination of the engine did not reveal evidence of a malfunction or anomaly that would have prevented normal operation.

The aircraft was being operated in weather conditions that were conducive to serious carburetor icing at glide power.

Pilot Information

Certificate:	Private	**Age:**	52,Male
Airplane Rating(s):	Single-engine land	**Seat Occupied:**	Left
Other Aircraft Rating(s):	None	**Restraint Used:**	Lap only
Instrument Rating(s):	None	**Second Pilot Present:**	No
Instructor Rating(s):	None	**Toxicology Performed:**	No
Medical Certification:	Class 3 With waivers/limitations	**Last FAA Medical Exam:**	October 25, 2019
Occupational Pilot:	No	**Last Flight Review or Equivalent:**	November 6, 2019
Flight Time:	275 hours (Total, all aircraft), 9 hours (Total, this make and model), 121 hours (Pilot In Command, all aircraft), 9 hours (Last 90 days, all aircraft), 10 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Mooney	**Registration:**	N9281M
Model/Series:	M20C No Series	**Aircraft Category:**	Airplane
Year of Manufacture:	1966	**Amateur Built:**	
Airworthiness Certificate:	Normal	**Serial Number:**	3463
Landing Gear Type:	Retractable - Tricycle	**Seats:**	4
Date/Type of Last Inspection:	February 10, 2020 Annual	**Certified Max Gross Wt.:**	2575 lbs
Time Since Last Inspection:	9 Hrs	**Engines:**	1 Reciprocating
Airframe Total Time:	5243 Hrs at time of accident	**Engine Manufacturer:**	Lycoming
ELT:	Installed	**Engine Model/Series:**	O-360-A1D
Registered Owner:	On file	**Rated Power:**	180 Horsepower
Operator:	On file	**Operating Certificate(s) Held:**	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	**Condition of Light:**	Day
Observation Facility, Elevation:	KMLJ,384 ft msl	**Distance from Accident Site:**	14 Nautical Miles
Observation Time:	10:35 Local	**Direction from Accident Site:**	345°
Lowest Cloud Condition:	Clear	**Visibility**	10 miles
Lowest Ceiling:	None	**Visibility (RVR):**	
Wind Speed/Gusts:	5 knots /	**Turbulence Type Forecast/Actual:**	None / None
Wind Direction:	350°	**Turbulence Severity Forecast/Actual:**	N/A / N/A
Altimeter Setting:	30.46 inches Hg	**Temperature/Dew Point:**	8°C / -1°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Chamblee, GA (PDK)	**Type of Flight Plan Filed:**	None
Destination:	Jesup, GA (JES)	**Type of Clearance:**	Traffic advisory;VFR flight following
Departure Time:	09:00 Local	**Type of Airspace:**	Class G

Wreckage and Impact Information

Crew Injuries:	1 None	**Aircraft Damage:**	Substantial
Passenger Injuries:		**Aircraft Fire:**	None
Ground Injuries:	N/A	**Aircraft Explosion:**	None
Total Injuries:	1 None	**Latitude, Longitude:**	32.931388,-83.170555(est)

Administrative Information

Investigator In Charge (IIC):	Hicks, Ralph
Additional Participating Persons:	Ronald G Bean; FAA FSDO; Atlanta, GA
Original Publish Date:	March 11, 2022
Last Revision Date:	
Investigation Class:	Class 3
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=101062