



# Aviation Investigation Final Report

---

<b>Location:</b>	McIntyre, Georgia	<b>Accident Number:</b>	ERA20LA123
<b>Date &amp; Time:</b>	March 7, 2020, 10:15 Local	<b>Registration:</b>	N9281M
<b>Aircraft:</b>	Mooney M20C	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Loss of engine power (total)	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	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

<b>Enroute-cruise</b>	Loss of engine power (total) (Defining event)
<b>Emergency descent</b>	Off-field or emergency landing
<b>Landing-landing roll</b>	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

<b>Certificate:</b>	Private	<b>Age:</b>	52, 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>	Lap only
<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 With waivers/limitations	<b>Last FAA Medical Exam:</b>	October 25, 2019
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	November 6, 2019
<b>Flight Time:</b>	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

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

## Meteorological Information and Flight Plan

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

## Wreckage and Impact Information

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

## Administrative Information

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

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).