



Aviation Investigation Final Report

Location:	DERIDDER, Louisiana	Accident Number:	FTW93FA055
Date & Time:	December 25, 1992, 17:00 Local	Registration:	N6878N
Aircraft:	MOONEY M20C	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	2 Fatal
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE AIRPLANE FLEW APPROXIMATELY THREE HOURS CROSS COUNTRY IN IFR CONDITIONS WITHOUT A FLIGHT PLAN OR CONTACTING ATC. THE BURNING WRECKAGE WAS FOUND IN A FIELD UNDER THE MISSED APPROACH FLIGHT PATH NEAR THE UNCONTROLLED DESTINATION AIRPORT. THE AIRPLANE IMPACTED THE GROUND IN A NOSE DOWN, LEFT WING DOWN ATTITUDE. THE WEATHER AT THE TIME WAS 500 FEET OVERCAST WITH RESTRICTED VISIBILITY AND RAIN. NO EVIDENCE OF PRE IMPACT FAILURE OR MALFUNCTION WAS FOUND IN THE AIRFRAME, POWERPLANT OR AIRCRAFT SYSTEMS. AN INSTRUCTOR, WHO WAS A PART OWNER IN THE AIRPLANE AND HAD GIVEN THE PILOT HIS LAST BFR 30 MONTHS PRIOR TO THE ACCIDENT, STATED THAT THE PILOT WAS NOT CURRENT FOR INSTRUMENT FLIGHT.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S LOSS OF CONTROL OF THE AIRPLANE IN IMC. A FACTOR WAS HIS LACK OF RECENT INSTRUMENT FLIGHT EXPERIENCE.

Findings

Occurrence #1: IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation: CRUISE - NORMAL

Findings

1. WEATHER CONDITION - LOW CEILING
2. WEATHER CONDITION - DRIZZLE/MIST
3. IFR PROCEDURE - NOT FOLLOWED - PILOT IN COMMAND

Occurrence #2: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: MISSED APPROACH (IFR)

Findings

4. (C) AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND
5. (F) LACK OF RECENT INSTRUMENT TIME - PILOT IN COMMAND

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Factual Information

Pilot Information

Certificate:	Commercial	Age:	52, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine	Toxicology Performed:	Yes
Medical Certification:	Class 3 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	June 16, 1992
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	580 hours (Total, all aircraft), 200 hours (Total, this make and model), 6 hours (Last 90 days, all aircraft), 4 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	MOONEY	Registration:	N6878N
Model/Series:	M20C M20C	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	680153
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	September 22, 1992 Annual	Certified Max Gross Wt.:	2575 lbs
Time Since Last Inspection:	97 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	2850 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	O-360-A1D
Registered Owner:	FATHEREE, THOMAS H.	Rated Power:	180 Horsepower
Operator:	FATHEREE, THOMAS H.	Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument (IMC)	Condition of Light:	Dusk
Observation Facility, Elevation:	PLK ,329 ft msl	Distance from Accident Site:	16 Nautical Miles
Observation Time:	16:55 Local	Direction from Accident Site:	45°
Lowest Cloud Condition:	Unknown	Visibility	6 miles
Lowest Ceiling:	Broken / 500 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	20°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	8°C / 7°C
Precipitation and Obscuration:	Light - Showers - Rain		
Departure Point:	NEW BRAUNFELS , TX (3R5)	Type of Flight Plan Filed:	None
Destination:	(DRI)	Type of Clearance:	None
Departure Time:	14:00 Local	Type of Airspace:	Class G

Airport Information

Airport:	DERIDDER DRI	Runway Surface Type:	Asphalt
Airport Elevation:	204 ft msl	Runway Surface Condition:	Wet
Runway Used:	0	IFR Approach:	
Runway Length/Width:		VFR Approach/Landing:	

Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	1 Fatal	Aircraft Fire:	On-ground
Ground Injuries:	N/A	Aircraft Explosion:	On-ground
Total Injuries:	2 Fatal	Latitude, Longitude:	30.770187,-93.239448(est)

Administrative Information

Investigator In Charge (IIC):	Wandel, Warren
Additional Participating Persons:	JAMES WATSON; BATON ROUGE , LA
Original Publish Date:	September 28, 1993
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=18583

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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](#).