



Aviation Investigation Final Report

Location:	REDDING, California	Accident Number:	LAX92FA141
Date & Time:	March 15, 1992, 20:28 Local	Registration:	N7850V
Aircraft:	MOONEY M20C	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	2 Fatal
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE TWO INSTRUMENT RATED PILOTS DEPARTED FOR A NIGHT IFR CROSS COUNTRY FLIGHT INTO FORECAST ICING CONDITIONS IN A CARBURATED MOONEY M20C. THE PILOTS RECEIVED THREE WEATHER BRIEFINGS IN WHICH THEY WERE ADVISED OF LIGHT TO MODERATE MIXED ICING CONDITIONS FROM THE 6,000 FOOT FREEZING LEVEL TO 18,000. THE OWNER PILOT IN THE RIGHT SEAT HELD A COMMERCIAL AND INSTRUCTORS CERTIFICATE FOR SINGLE ENGINE LAND AIRPLANES. THE LEFT SEAT PILOT HELD A PRIVATE PILOTS CERTIFICATE FOR SINGLE ENGINE LAND. THEY WERE CRUISING AT 12,000 FEET. THEY REPORTED EXPERIENCING LIGHT RIME ICING CONDITIONS IN A RADIO EXCHANGE TO FSS. THE PILOT REQUESTED A CLIMB TO 14,000 FEET, AND, DURING THE CLIMB, REQUESTED A DESCENT BACK TO 12,000 FEET. SHORTLY THEREAFTER, HE STATED THAT HE HAD ENGINE PROBLEMS AND REQUESTED VECTORS TO THE NEAREST AIRPORT. THE FLIGHT WAS GIVEN RADAR VECTORS TOWARD THE TWO AIRPORTS IN REDDING. TEN MINUTES INTO THE EMERGENCY DESCENT THE PILOT STATED THAT THEY WERE STILL IMC BUT 'THE ICINGS MELTED OFF.' DURING THE DESCENT THEY STATED THAT THEY HAD NO ENGINE POWER. THE AIRCRAFT COLLIDED WITH POWER LINES ABOUT 1.6 MILES FROM THE BENTON REDDING AIRPORT. THE AIRPLANE WAS NOT APPROVED FOR FLIGHT IN KNOWN ICING CONDITIONS.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: A LOSS OF ENGINE POWER DUE TO CARBURETOR AND AIR FILTER ICING, AND, THE PILOTS DECISION TO ATTEMPT FLIGHT INTO KNOWN ADVERSE WEATHER/ICING CONDITIONS.

Findings

Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - NONMECHANICAL

Phase of Operation: CLIMB - TO CRUISE

Findings

1. WEATHER CONDITION - ICING CONDITIONS
2. ANTI-ICE/DEICE SYSTEM - NOT INSTALLED
3. (C) FUEL SYSTEM,CARBURETOR - ICE
4. (C) INDUCTION AIR CONTROL,AIR FILTER/SCREEN - ICE
5. (C) INDUCTION AIR CONTROL,AIR FILTER/SCREEN - BLOCKED(TOTAL)
6. (C) IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
7. (C) FLIGHT INTO KNOWN ADVERSE WEATHER - ATTEMPTED - PILOT IN COMMAND

Occurrence #2: FORCED LANDING

Phase of Operation: DESCENT - EMERGENCY

Occurrence #3: IN FLIGHT COLLISION WITH OBJECT

Phase of Operation: DESCENT - EMERGENCY

Findings

8. OBJECT - WIRE,TRANSMISSION

Occurrence #4: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT - UNCONTROLLED

Factual Information

Pilot Information

Certificate:	Commercial; Flight instructor	Age:	26, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Right
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane single-engine	Toxicology Performed:	Yes
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	February 3, 1992
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	700 hours (Total, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	MOONEY	Registration:	N7850V
Model/Series:	M20C M20C	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	2813
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	March 3, 1991 Annual	Certified Max Gross Wt.:	2575 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	LYCOMING
ELT:		Engine Model/Series:	O-360-A1D
Registered Owner:	BROWN, STEPHEN F.	Rated Power:	180 Horsepower
Operator:	BROWN, STEPHEN F.	Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Night/dark
Observation Facility, Elevation:	RDD ,502 ft msl	Distance from Accident Site:	8 Nautical Miles
Observation Time:	20:50 Local	Direction from Accident Site:	110°
Lowest Cloud Condition:	Scattered / 2900 ft AGL	Visibility	15 miles
Lowest Ceiling:	Overcast / 6000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	330°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	8°C / 7°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	OAKLAND , CA (OAK)	Type of Flight Plan Filed:	IFR
Destination:	RENTON , WA (RNT)	Type of Clearance:	IFR
Departure Time:	18:45 Local	Type of Airspace:	Class E

Airport Information

Airport:		Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Forced landing

Wreckage and Impact Information

Crew Injuries:	2 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:		Aircraft Fire:	On-ground
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Fatal	Latitude, Longitude:	40.679561,-122.249923(est)

Administrative Information

Investigator In Charge (IIC):	Petterson, George
Additional Participating Persons:	NANCY A LEIPPE; SACRAMENTO , CA CHARLES LITTLE; WILLIAMSPORT , PA
Original Publish Date:	May 26, 1993
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=27411

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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](#).