



Aviation Investigation Final Report

Location:	PARADISE VALLEY, Nevada	Accident Number:	SEA86LA148
Date & Time:	June 15, 1986, 07:35 Local	Registration:	N6263U
Aircraft:	MOONEY M20-C	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

A FORCED LANDING WAS MADE DUE TO A VERY ROUGH RUNNING ENGINE ACCOMPANIED BY BACKFIRING. IT WAS DISCOVERED ON ENGINE EXAMINATION THAT THE SPARK PLUGS WERE WORN BEYOND SERVICE LIMITS. DURING LANDING ROLL A CATTLE GUARD WAS STRUCK WITH THE WING TIPS.

Probable Cause and Findings

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

Findings

Occurrence #1: LOSS OF ENGINE POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation: CLIMB

Findings

1. (C) IGNITION SYSTEM, SPARK PLUG - WORN

Occurrence #2: FORCED LANDING
Phase of Operation: LANDING

Occurrence #3: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: LANDING - ROLL

Factual Information

Pilot Information

Certificate:	Commercial; Flight instructor	Age:	61, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane single-engine	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	August 27, 1986
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	4380 hours (Total, all aircraft), 3000 hours (Total, this make and model), 3275 hours (Pilot In Command, all aircraft), 22 hours (Last 90 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	MOONEY	Registration:	N6263U
Model/Series:	M20-C M20-C	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	2102
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	August 17, 1985 Annual	Certified Max Gross Wt.:	2575 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	3560 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	O-360
Registered Owner:	BYRON HURD	Rated Power:	180 Horsepower
Operator:		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:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	50 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	18°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	JACKPOT , NV (06U)	Type of Flight Plan Filed:	None
Destination:	YUBA CITY , CA (052)	Type of Clearance:	None
Departure Time:	06:30 Local	Type of Airspace:	Class G

Airport Information

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

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:	41.489593,-117.419158(est)

Administrative Information

Investigator In Charge (IIC):	Carrera, Candace		
Additional Participating Persons:	EARL TOM	MORGAN; RENO HOWELL; RENO	, NV , NV
Original Publish Date:			
Last Revision Date:			
Investigation Class:	Class		
Note:			
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=40424		

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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](#).