



# Aviation Investigation Final Report

<b>Location:</b>	FREELAND, Washington	<b>Accident Number:</b>	SEA92LA121
<b>Date &amp; Time:</b>	June 7, 1992, 16:10 Local	<b>Registration:</b>	N5887Q
<b>Aircraft:</b>	MOONEY M20E	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	3 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

SHORTLY AFTER REACHING A CRUISE ALTITUDE OF 1500 FEET MSL THE AIRCRAFT'S ENGINE BEGAN RUNNING ROUGH WITH A CONCURRENT LOSS OF POWER. THE PILOT MANEUVERED THE AIRCRAFT NORTH FROM HIS OVERWATER POSITION TO A NEARBY FIELD CONTAINING APPROXIMATELY 60 GRAZING CATTLE AND EXECUTED A FORCED LANDING. DURING THE LANDING ROLL THE AIRCRAFT COLLIDED WITH SEVERAL COWS. DISASSEMBLY AND TESTING OF THE FUEL INJECTOR SERVO REVEALED EXTENSIVE INTERNAL CORROSION. ADDITIONALLY, A SMALL PIECE OF CORROSION MATERIAL WAS FOUND TO BE BLOCKING A FUEL METERING ORIFICE WITHIN THE FUEL INJECTOR SERVO.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: BLOCKAGE OF THE FUEL INJECTOR SERVO SYSTEM. FACTORS CONTRIBUTING TO THE ACCIDENT WERE: FUEL INJECTION SYSTEM CORRODED AND ANIMALS IN THE LANDING AREA.

## Findings

Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - MECH FAILURE/MALF  
Phase of Operation: CRUISE - NORMAL

### Findings

1. (C) FUEL SYSTEM,FUEL CONTROL - BLOCKED(TOTAL)

2. (F) FUEL INJECTION CONTROL/SYSTEM - CORRODED

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Occurrence #2: FORCED LANDING

Phase of Operation: DESCENT - EMERGENCY

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Occurrence #3: ON GROUND/WATER COLLISION WITH OBJECT

Phase of Operation: LANDING - ROLL

Findings

3. (F) OBJECT - ANIMAL(S)

## Factual Information

### Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	44, 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>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 Valid Medical-w/ waivers/lim	<b>Last FAA Medical Exam:</b>	March 17, 1992
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	1755 hours (Total, all aircraft), 234 hours (Total, this make and model), 1682 hours (Pilot In Command, all aircraft), 32 hours (Last 90 days, all aircraft), 15 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	MOONEY	<b>Registration:</b>	N5887Q
<b>Model/Series:</b>	M20E M20E	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	808
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	March 14, 1992 Annual	<b>Certified Max Gross Wt.:</b>	2575 lbs
<b>Time Since Last Inspection:</b>	50 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	2639 Hrs	<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Installed, activated, did not aid in locating accident	<b>Engine Model/Series:</b>	IO-360-A1A
<b>Registered Owner:</b>	JABLINSKE, JULIA M.	<b>Rated Power:</b>	200 Horsepower
<b>Operator:</b>	BAKKE, KEITH J.	<b>Operating Certificate(s) Held:</b>	None
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	PAE ,606 ft msl	<b>Distance from Accident Site:</b>	12 Nautical Miles
<b>Observation Time:</b>	16:47 Local	<b>Direction from Accident Site:</b>	101°
<b>Lowest Cloud Condition:</b>	Scattered / 15000 ft AGL	<b>Visibility</b>	50 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	5 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	280°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30 inches Hg	<b>Temperature/Dew Point:</b>	22°C / 9°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	EVERETT , WA (PAE )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	PORT TOWNSEND , WA (OS9 )	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	16:00 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

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

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	2 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	3 None	<b>Latitude, Longitude:</b>	48.009822,-122.540168(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Mccreary, Steven
<b>Additional Participating Persons:</b>	SUSAN FOURNIER; RENTON , WA
<b>Original Publish Date:</b>	September 28, 1993
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	
<b>Investigation Docket:</b>	<a href="https://data.ntsb.gov/Docket?ProjectID=42828">https://data.ntsb.gov/Docket?ProjectID=42828</a>

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