



National Transportation Safety Board Aviation Accident Final Report

Location:	FULLERTON, CA	Accident Number:	LAX97LA035
Date & Time:	11/01/1996, 1200 PST	Registration:	N207YK
Aircraft:	Aerostar, S.A YAK 52	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Minor

Flight Conducted Under: Part 91: General Aviation -

Analysis

The aircraft was a new production airplane, which was manufactured in Romania, then was disassembled and shipped in a crate to the United States. This was the first flight following reassembly of the aircraft. The aircraft had been run on the ground for 50 minutes, and a high speed taxi test had been completed. Shortly after takeoff, a loss of engine power occurred. The pilot landed on the runway, but insufficient runway was remaining to stop before colliding with a building and a fence at the departure end of the runway. The powerplant was a Russian manufactured 9-cylinder radial engine with a pressure carburetor. The pilot said he believed that the carburetor malfunctioned. The aircraft was examined by an FAA airworthiness inspector with the assistance of a Russian factory trained technician. The carburetor was removed from the engine and a used/serviceable one was installed in its place. The engine was then started and exercised through the normal power range with no problem noted. The technician stated that disassembly of the carburetor required special tools available only at the factory. The inspector reported that the directions for disassembling the aircraft were used as a checklist/reference for reassembling the aircraft, and that the directions were written only in Russian. The Russian technician said that '... the factory did not do one or two steps on the checklist.'

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: loss of engine power due to an undetermined internal carburetor malfunction. A factor relating to the accident was: the directions that were use for reassembly of the aircraft were written only in Russian.

Findings

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

Findings

1. (C) FUEL SYSTEM,CARBURETOR - UNDETERMINED
2. (C) FUEL SYSTEM,CARBURETOR - MALFUNCTION
3. AIRCRAFT MANUALS - OTHER
4. (F) INFORMATION UNCLEAR(LANGUAGE)

Occurrence #2: FORCED LANDING
Phase of Operation: EMERGENCY LANDING AFTER TAKEOFF

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

Findings

5. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - SHORT RUNWAY/LANDING AREA
6. OBJECT - FENCE
7. OBJECT - BUILDING(NONRESIDENTIAL)

Factual Information

On November 1, 1996, at 1200 hours Pacific standard time, an Aerostar SA Yak 52, N207YK, collided with an airport building and a perimeter fence during a rejected takeoff attempt at the Fullerton Municipal Airport, Fullerton, California. The rejected takeoff was precipitated by a loss of engine power just after liftoff. Visual meteorological conditions prevailed at the time and no flight plan was filed. The aircraft sustained substantial damage. The certificated commercial pilot was not injured. The flight originated at the time of the accident as a local area test flight.

The aircraft is a new production airplane which was manufactured in Romania, then shipped in a crate to the United States. This was the first flight following reassembly of the aircraft. According to the pilot, the aircraft had been run on the ground for 50 minutes and had completed a high speed taxi test. Following liftoff from runway 24, the engine quit as the aircraft reached 50 feet in altitude. The pilot landed on the runway, but had insufficient pavement to stop prior to colliding with a building and a fence at the departure end of the runway.

In a telephone interview, the pilot reported that the airplane has a 9-cylinder radial engine with a pressure carburetor. He believed that the carburetor malfunctioned.

The aircraft was examined by an Federal Aviation Administration (FAA) airworthiness inspector from the Long Beach, California, Flight Standards District Office. The inspector reported that a Russian factory trained technician came from another importer of the aircraft and provided technical assistance.

During examination of the airplane, the carburetor was removed from the engine and another serviceable one installed in its place. The engine was then started and exercised through the normal power range with no problems noted. The technician stated that disassembly of the carburetor requires special tools available only at the factory. The inspector reported that the directions for disassembling the aircraft are used as a checklist/reference for reassembling the aircraft, and that the directions are written only in Russian. The Russian tech from San Diego said that ". . . the factory did not do one or two steps on the checklist."

Pilot Information

Certificate:	Commercial	Age:	53, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Front
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Invalid Medical for flight	Last FAA Medical Exam:	09/27/1995
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	3550 hours (Total, all aircraft), 40 hours (Total, this make and model), 3550 hours (Pilot In Command, all aircraft), 25 hours (Last 90 days, all aircraft), 10 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Aerostar, S.A	Registration:	N207YK
Model/Series:	YAK 52 YAK 52	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Experimental	Serial Number:	9611913
Landing Gear Type:	Retractable - Tricycle	Seats:	2
Date/Type of Last Inspection:	Annual	Certified Max Gross Wt.:	2838 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	5 Hours	Engine Manufacturer:	Vendeneyev
ELT:	Installed, not activated	Engine Model/Series:	M14P
Registered Owner:	RONALD T. THORNTON	Rated Power:	360 hp
Operator:	BIGGLES AVIATION, INC	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	60 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	50°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	26 °C
Precipitation and Obscuration:			
Departure Point:	, CA (FUL)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	VFR
Departure Time:	1200 PST	Type of Airspace:	Class D

Airport Information

Airport:	FULLERTON MUNICIPAL (FUL)	Runway Surface Type:	Asphalt
Airport Elevation:	96 ft	Runway Surface Condition:	Dry
Runway Used:	24	IFR Approach:	
Runway Length/Width:	3121 ft / 75 ft	VFR Approach/Landing:	Forced Landing

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	JEFF RICH	Report Date:	08/21/1997
Additional Participating Persons:	JOE BOHNERT; LONG BEACH, CA		
Publish Date:			
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

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