



National Transportation Safety Board Aviation Accident Data Summary

Location:	FULLERTON, CA	Accident Number:	LAX97LA035
Date & Time:	11/01/1996, 1200 PST	Registration:	N207YK
Aircraft:	Aerostar, S.A YAK 52	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

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)

Pilot Information

Certificate:	Commercial	Age:	53
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
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	Engines:	1 Reciprocating
Operator:	BIGGLES AVIATION, INC	Engine Manufacturer:	Vendenev
Operating Certificate(s) Held:	None	Engine Model/Series:	M14P
Flight Conducted Under:	Part 91: General Aviation -		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Weather Information Source:	Pilot
Lowest Ceiling:	None / 0 ft agl	Wind Speed/Gusts, Direction:	7 knots / , 50°
Temperature:	26° C	Visibility	60 Miles
Precipitation and Obscuration:			
Departure Point:	, CA (FUL)	Destination:	

Airport Information

Airport:	FULLERTON MUNICIPAL (FUL)	Runway Surface Type:	Asphalt
Runway Used:	24	Runway Surface Condition:	Dry
Runway Length/Width:	3121 ft / 75 ft		

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

Latitude, Longitude:

Administrative Information

Investigator In Charge (IIC): JEFF RICH Adopted Date: 08/21/1997

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/>.

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report.