



National Transportation Safety Board Aviation Accident Final Report

Location:	SANTA PAULA, CA	Accident Number:	LAX94LA063
Date & Time:	12/02/1993, 1615 PST	Registration:	N89014
Aircraft:	NORTH AMERICAN SNJ-5	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None

Flight Conducted Under: Part 91: General Aviation - Personal

Analysis

The pilot reported that while cruising at 3,800 feet mean sea level he suddenly detected a 'very strong smell of aviation gasoline and the engine stopped running.' The pilot attempted to restart the engine, but was not successful. The pilot further reported that he did not have sufficient altitude to glide to any airport, so he made an emergency landing in a nearby river bed. During rollout, the airplane collided with vegetation. An examination of the engine revealed it had stopped as a result of being flooded with excessive fuel. The cause of the flooding related to the improper functioning of the carburetor's needle valve pin.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: was the failure of the needle valve pin assembly in the airplane's carburetor. A factor which contributed to the accident was the lack of suitable terrain for the emergency landing.

Findings

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

Findings

1. (C) FUEL SYSTEM,CARBURETOR - FAILURE,TOTAL

Occurrence #2: FORCED LANDING
Phase of Operation: DESCENT - EMERGENCY

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

Findings

2. OBJECT - TREE(S)
3. TERRAIN CONDITION - HIGH VEGETATION
4. (F) TERRAIN CONDITION - NONE SUITABLE

Factual Information

On December 2, 1993, at 1615 Pacific standard time, a North American SNJ-5, N89014, operated by the pilot, experienced a total loss of engine power during cruise flight at 3,800 feet mean sea level. The pilot made a forced landing in a dry river bed about 2 miles east of Santa Paula, California. During rollout, the airplane collided with vegetation and was substantially damaged. Neither the certificated airline transport pilot nor passenger was injured. Visual meteorological conditions prevailed, and no flight plan was filed for the local area personal flight. The flight originated from Camarillo, California, on December 2, 1993, at 1545.

The pilot verbally reported to the National Transportation Safety Board that during the flight all systems appeared to operate normally, and the fuel and oil pressures were within normal operating limits. Suddenly, he detected a "very strong smell of aviation gasoline and the engine stopped running." The pilot stated that he attempted to restart the engine, but was not successful. The pilot further reported that he did not have sufficient altitude to glide to any airport, so he made an emergency landing in a nearby river bed.

At the Safety Board's request, the airplane's carburetor was examined, and a written report was received from a Federal Aviation Administration certificated A & P mechanic. The mechanic indicated that the engine stoppage had resulted from it having been flooded with excessive fuel. The cause of the flooding related to the improper functioning of the carburetor's needle valve pin (see attached report for additional details).

The carburetor was identified by the pilot as follows: Stromburg, model NAY 9E1; serial No. 5638362.

Pilot Information

Certificate:	Airline Transport; Flight Engineer	Age:	57, 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 1 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	09/15/1993
Occupational Pilot:	Last Flight Review or Equivalent:		
Flight Time:	19000 hours (Total, all aircraft), 110 hours (Total, this make and model), 13000 hours (Pilot In Command, all aircraft), 210 hours (Last 90 days, all aircraft), 30 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	NORTH AMERICAN	Registration:	N89014
Model/Series:	SNJ-5 SNJ-5	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	84865
Landing Gear Type:	Retractable - Tailwheel	Seats:	2
Date/Type of Last Inspection:	06/17/1993, Annual	Certified Max Gross Wt.:	5200 lbs
Time Since Last Inspection:	57 Hours	Engines:	1 Reciprocating
Airframe Total Time:	8495 Hours	Engine Manufacturer:	P&W
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	R-1340-AN1
Registered Owner:	AMERICAN AIRPOWER HERITAGE	Rated Power:	600 hp
Operator:	AMERICAN AIRPOWER HERITAGE	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	20 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	90°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	16° C
Precipitation and Obscuration:			
Departure Point:	CAMARILLO, CA (CMA)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1545 PST	Type of Airspace:	Class G

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC): WAYNE POLLACK, **Report Date:** 09/13/1994

Additional Participating Persons: JOSEPH J BUDRO; VAN NUYS, 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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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. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).