



# National Transportation Safety Board Aviation Accident Data Summary

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<b>Location:</b>	SANTA PAULA, CA	<b>Accident Number:</b>	LAX94LA063
<b>Date &amp; Time:</b>	12/02/1993, 1615 PST	<b>Registration:</b>	N89014
<b>Aircraft:</b>	NORTH AMERICAN SNJ-5	<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## 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

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  
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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

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

## Pilot Information

<b>Certificate:</b>	Airline Transport; Flight Engineer	<b>Age:</b>	57
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Instrument Rating(s):</b>	Airplane
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	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

<b>Aircraft Make:</b>	NORTH AMERICAN	<b>Registration:</b>	N89014
<b>Model/Series:</b>	SNJ-5 SNJ-5	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	AMERICAN AIRPOWER HERITAGE	<b>Engine Manufacturer:</b>	P&W
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	R-1340-AN1
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	, 0 ft msl	<b>Weather Information Source:</b>	Pilot
<b>Lowest Ceiling:</b>	None / 0 ft agl	<b>Wind Speed/Gusts, Direction:</b>	4 knots / , 90°
<b>Temperature:</b>	16° C	<b>Visibility</b>	20 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	CAMARILLO, CA (CMA)	<b>Destination:</b>	

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Latitude, Longitude:</b>			

## Administrative Information

<b>Investigator In Charge (IIC):</b>	WAYNE POLLACK,	<b>Adopted Date:</b>	09/13/1994
<b>Investigation Docket:</b>	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 <a href="mailto:pubin@ntsb.gov">pubin@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

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