



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	SONORA, CA	<b>Accident Number:</b>	LAX92LA002
<b>Date &amp; Time:</b>	10/01/1991, 1205 PDT	<b>Registration:</b>	N860CD
<b>Aircraft:</b>	CANO AVID FLYER	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None

**Flight Conducted Under:** Part 91: General Aviation - Personal

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## Analysis

THE PILOT STATED IN HIS WRITTEN REPORT THAT HE REFUELED THE AIRCRAFT PRIOR TO DEPARTURE WITH ABOUT 19 GALLONS OF AVIATION FUEL. ACCORDING TO THE PILOT, HE DEPARTED COLUMBIA AND CLIMBED TO ABOUT 10,000 FEET WHILE HE FLEW AROUND THE SIERRA NEVADA MOUNTAINS. AT ABOUT 1200 HOURS, HE TURNED AND HEADED BACK TO COLUMBIA. HE REPORTED THAT THE ENGINE BEGAN TO SURGE AND THE REAR CYLINDER EGT INDICATED A POTENTIAL FUEL STARVATION PROBLEM. THE ENGINE WAS NOT PRODUCING SUFFICIENT POWER TO MAINTAIN FLIGHT AND THE PILOT SET UP FOR A FORCED LANDING IN A MOUNTAIN MEADOW. HE STATED THAT THE ENGINE CONTINUED TO SURGE, EVEN AFTER THE THROTTLE WAS REDUCED TO IDLE, WHICH CAUSED THE AIRCRAFT TO OVER SHOOT HIS INTENDED LANDING SPOT. THE AIRCRAFT COLLIDED WITH TREES AT THE FAR END OF THE MEADOW. THE PILOT SAID THE AIRCRAFT IS NOT EQUIPPED WITH AN ELECTRIC BOOST PUMP. HE SPECULATED THAT THE ENGINE POWER PROBLEM WAS DUE TO EITHER VAPOR LOCK OR A MALFUNCTION OF THE ENGINE DRIVEN PUMP.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: FUEL STARVATION DUE TO VAPOR LOCK.

## Findings

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Occurrence #1: LOSS OF ENGINE POWER(PARTIAL) - NONMECHANICAL  
Phase of Operation: CRUISE - NORMAL

### Findings

1. (C) FUEL SYSTEM,LINE - BLOCKED(PARTIAL)
2. (F) FUEL SYSTEM,ELECTRIC BOOST PUMP - NOT INSTALLED

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

### Findings

3. TERRAIN CONDITION - NONE SUITABLE

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

### Findings

4. OBJECT - TREE(S)

## Factual Information

### Pilot Information

<b>Certificate:</b>	Airline Transport; Commercial; Flight Engineer	<b>Age:</b>	45, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land; Single-engine Sea	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt, Shoulder harness
<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 1 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	06/17/1991
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	48 hours (Last 90 days, all aircraft), 27 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CANO	<b>Registration:</b>	N860CD
<b>Model/Series:</b>	AVID FLYER AVID FLYER	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	Yes
<b>Airworthiness Certificate:</b>	Experimental	<b>Serial Number:</b>	860
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	11/01/1990, Annual	<b>Certified Max Gross Wt.:</b>	1050 lbs
<b>Time Since Last Inspection:</b>	65 Hours	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	65 Hours	<b>Engine Manufacturer:</b>	ROTAX
<b>ELT:</b>	Not installed	<b>Engine Model/Series:</b>	582
<b>Registered Owner:</b>	CANO, DAVID	<b>Rated Power:</b>	65 hp
<b>Operator:</b>	DEREGO, CHARLES A.	<b>Operating Certificate(s) Held:</b>	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:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	320°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	29° C
Precipitation and Obscuration:			
Departure Point:	COLUMBIA, CA (022)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1140 PDT	Type of Airspace:	Class G

## Wreckage and Impact Information

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

## Administrative Information

Investigator In Charge (IIC):	Jefferey R Rich	Report Date:	04/23/1993
Additional Participating Persons:	JIM HALOS; FRESNO, 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 <a href="mailto:pubinquiry@ntsb.gov">pubinquiry@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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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](#).