



# National Transportation Safety Board Aviation Accident Data Summary

<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>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## 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

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

## Findings

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)

#### Pilot Information

<b>Certificate:</b>	Airline Transport; Commercial; Flight Engineer	<b>Age:</b>	45
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land; Single-engine Sea	<b>Instrument Rating(s):</b>	Airplane
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	None
<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>Engines:</b>	1 Reciprocating
<b>Operator:</b>	DEREGO, CHARLES A.	<b>Engine Manufacturer:</b>	ROTAX
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	582
<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>	5 knots / , 320°
<b>Temperature:</b>	29° C	<b>Visibility</b>	20 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	COLUMBIA, CA (022)	<b>Destination:</b>	

#### Wreckage and Impact Information

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

## Administrative Information

Investigator In Charge (IIC): Jefferey R Rich

Adopted Date: 04/23/1993

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](mailto: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.