



National Transportation Safety Board Aviation Accident Final Report

Location:	Banning, CA	Accident Number:	LAX02LA035
Date & Time:	12/01/2001, 1130 PST	Registration:	N31BN
Aircraft:	Classic Aircraft Corp. WACO YMF	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The airplane lost power on final approach for landing and impacted rocky terrain about 1/4 mile from the approach end of the runway. The pilot stated that he was flying to local airports. The plan was to do a touch-and-go landing and then depart. He noted no discrepancies until the second leg of the flight when he was on final. He had setup for landing, which included reducing power and adding carburetor heat. On final he smelled fuel. He noted that an existing headwind had put the airplane farther back on the approach than he had expected, and he realized that he was not going to make the runway. The pilot advanced the throttle, but did not receive a corresponding power output from the engine. The airplane came to rest in rocky terrain. Later examination of the carburetor float revealed that it was cracked and full of fuel. Furthermore, fuel was leaking around the mixture control, accelerator pump, and in the idle tube area of the carburetor.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: a loss of engine power due to a crack in the carburetor float and leaking portions of the carburetor that resulted in an overly rich mixture.

Findings

Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - MECH FAILURE/MALF
Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

Findings

1. (C) FUEL SYSTEM,CARBURETOR FLOAT - CRACKED
2. (C) FUEL SYSTEM,CARBURETOR - LEAK

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

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: EMERGENCY LANDING

Findings

3. TERRAIN CONDITION - ROCK(S)/BOULDER(S)

Factual Information

On December 1, 2001, about 1130 Pacific standard time, a Classic Aircraft Corp. Waco YMF, N31BN, lost power on final approach for landing and impacted terrain about 1/4 mile from the approach end of runway 26 at the Banning Municipal Airport (BNG), Banning, California. The airplane, owned and operated by the pilot under the provisions of 14 CFR Part 91, sustained substantial damage. The private pilot, the sole occupant, was not injured. Visual meteorological conditions prevailed for the personal local area flight, and no flight plan had been filed. The flight originated from the Redlands Municipal Airport (L12), Redlands, California, about 1100. A stop was made at the San Bernardino International Airport (SBD), San Bernardino, California. The flight was scheduled to terminate at the Redlands airport.

The Safety Board investigator interviewed the pilot. The pilot stated that he was flying to local airports. The plan was to do a touch-and-go landing and then depart back to Redlands. He noted no discrepancies with the flight from L12 to SBD or from SBD to BNG until he was on final. He had setup for landing, which included reducing power and adding carburetor heat. He stated that on final he smelled fuel. He noted that an existing headwind had put the airplane farther back on the approach than he had expected, and he realized that he was not going to make the runway. The pilot advanced the throttle, but did not receive a corresponding power output from the engine. The airplane collided with rocks and a berm and came to rest in rocky terrain.

Later examination of the carburetor float by Aircraft Fuel Injection Services, Dallas, Texas, revealed that the float cracked and was full of fuel. Furthermore, fuel was leaking around the mixture control, accelerator pump, and in the idle tube area.

Pilot Information

Certificate:	Private	Age:	54, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Rear
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 3 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	12/06/1999
Occupational Pilot:		Last Flight Review or Equivalent:	10/14/2001
Flight Time:	1388 hours (Total, all aircraft), 223 hours (Total, this make and model), 1266 hours (Pilot In Command, all aircraft), 25 hours (Last 90 days, all aircraft), 6 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Classic Aircraft Corp.	Registration:	N31BN
Model/Series:	WACO YMF	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Aerobatic	Serial Number:	F50-067
Landing Gear Type:	Tailwheel	Seats:	3
Date/Type of Last Inspection:	05/26/2001, Annual	Certified Max Gross Wt.:	2850 lbs
Time Since Last Inspection:	35 Hours	Engines:	1 Reciprocating
Airframe Total Time:	200 Hours as of last inspection	Engine Manufacturer:	Jacobs
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	R755-B2
Registered Owner:	RANDALL W. HALLIDAY	Rated Power:	275 hp
Operator:	RANDALL W. HALLIDAY	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	PSP, 73 ft msl	Distance from Accident Site:	18 Nautical Miles
Observation Time:	1353 PST	Direction from Accident Site:	120°
Lowest Cloud Condition:	Clear	Visibility	10 Miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	80°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.11 inches Hg	Temperature/Dew Point:	18° C / 4° C
Precipitation and Obscuration:			
Departure Point:	SAN BERNARDINO, CA (SBD)	Type of Flight Plan Filed:	None
Destination:	REDLANDS, CA (L12)	Type of Clearance:	None
Departure Time:	1200 PST	Type of Airspace:	Class G

Airport Information

Airport:	Banning Municipal (BNG)	Runway Surface Type:	Asphalt
Airport Elevation:	2219 ft	Runway Surface Condition:	Dry
Runway Used:	26	IFR Approach:	None
Runway Length/Width:	5260 ft / 150 ft	VFR Approach/Landing:	Traffic Pattern

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:	33.251667, -117.530000

Administrative Information

Investigator In Charge (IIC):	TEALEYE C CORNEJO	Report Date:	06/02/2004
Additional Participating Persons:	R C Morton; Federal Aviation Administration; Riverside, 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.ntsbt.gov/pubdms/ .		

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