



National Transportation Safety Board Aviation Accident Data Summary

Location:	Banning, CA	Accident Number:	LAX02LA035
Date & Time:	12/01/2001, 1130 PST	Registration:	N31BN
Aircraft:	Classic Aircraft Corp. WACO YMF	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

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)

Pilot Information

Certificate:	Private	Age:	54
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
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	Engines:	1 Reciprocating
Operator:	RANDALL W. HALLIDAY	Engine Manufacturer:	Jacobs
Operating Certificate(s) Held:	None	Engine Model/Series:	R755-B2
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	PSP, 73 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	None	Wind Speed/Gusts, Direction:	4 knots / , 80°
Temperature:	18°C	Visibility	10 Miles
Precipitation and Obscuration:			
Departure Point:	SAN BERNARDINO, CA (SBD)	Destination:	REDLANDS, CA (L12)

Airport Information

Airport:	Banning Municipal (BNG)	Runway Surface Type:	Asphalt
Runway Used:	26	Runway Surface Condition:	Dry
Runway Length/Width:	5260 ft / 150 ft		

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
Latitude, Longitude:	33.251667, -117.530000		

Administrative Information

Investigator In Charge (IIC): TEALEYE C CORNEJO

Adopted Date: 06/02/2004

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/>.

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

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.