



National Transportation Safety Board Aviation Accident Factual Report

Location:	Sedona, AZ	Accident Number:	LAX05LA002
Date & Time:	10/02/2004, 1025 MST	Registration:	N43064
Aircraft:	Classic Aircraft Corp WACO YMF	Aircraft Damage:	Substantial
Defining Event:		Injuries:	3 None
Flight Conducted Under:	Part 91: General Aviation - Other Work Use - Sightseeing		

On October 2, 2004, at 1025 mountain standard time, a Classic Aircraft Corporation WACO YMF biplane, N43064, lost engine power and collided with a vehicle during a forced landing on a city street in Sedona, Arizona. Solid Edge Aviation, d.b.a. Red Rock Biplane Tours/Safari Air Tours, was operating the for hire sightseeing flight under the provisions of 14 CFR Part 91. The airline transport pilot and two passengers were not injured; the airplane sustained substantial damage. The airplane departed from the Sedona Airport about 1000 for the local area sightseeing flight. Visual meteorological conditions prevailed, and no flight plan had been filed.

According to the pilot, the tour was to be 30 minutes in duration. After approximately 10 minutes, the pilot heard a loud backfire and the airplane would not maintain altitude. The pilot glided down to a city street and prepared for landing. During the landing roll, the right wing struck a vehicle.

The airplane was equipped with an onboard video recording system that was used to provide customers with a video record of their sightseeing flight. The video was sent to the National Transportation Safety Board Vehicle Recorder Division for review. Two cameras were mounted under the left wing. One was facing rearward with a view of the passengers, and the other camera had a view straight ahead of the airplane. One camera view was recorded at one time, and the video switched between the views approximately every 12 seconds. Audio was recorded through the airplane's intercom system. Approximately 15 minutes into the video recording, the engine made "popping" sounds. The pilot's narration of the flight ends mid-sentence and his voice was not heard for the remainder of the flight. The pilot proceeded toward a town [Sedona] and prepared for landing on a four-lane road with traffic. The engine continued "popping" as the airplane touched down. During the landing roll, the airplane appeared to strike an object, turned 90 degrees to the right, and then came to a full stop.

Post accident examination of the airplane's engine revealed that the number 7 cylinder exhaust valve rocker arm was fractured. The rocker arm was sent to the Safety board Materials Laboratory for further examination. The rocker is constructed of a boss, which contains a bearing into which a rocker shaft is inserted, into two arms. One arm, identified as the

pushrod arm, has a spherical seat into which the matching end of a pushrod is located, and the other arm, identified as the valve arm, has a roller that contacts the stem portion of the valve. The fracture was inboard of the pushrod arm portion where it connects to the rocker boss. Examination of the pushrod arm and boss portion displayed crack arrest marks of fatigue that matched each other. The metallurgist determined that the fracture surface marks were consistent with a grinding operation used to remove extra material (commonly referred to as flash) that can occur at the mold parting line. The mold parting line is the centerline of a part that is uniform on both sides of it. The full metallurgical report is included in the docket.

Pilot Information

Certificate:	Airline Transport; Commercial	Age:	51, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Rear
Other Aircraft Rating(s):	Glider	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 With Waivers/Limitations	Last FAA Medical Exam:	06/01/2004
Occupational Pilot:		Last Flight Review or Equivalent:	12/01/2003
Flight Time:	3500 hours (Total, all aircraft), 1300 hours (Total, this make and model), 3300 hours (Pilot In Command, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Classic Aircraft Corp	Registration:	N43064
Model/Series:	WACO YMF	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	FS-062
Landing Gear Type:	Tailwheel	Seats:	3
Date/Type of Last Inspection:	09/01/2004, 100 Hour	Certified Max Gross Wt.:	2900 lbs
Time Since Last Inspection:	50 Hours	Engines:	1 Reciprocating
Airframe Total Time:	2985 Hours at time of accident	Engine Manufacturer:	Jacobs
ELT:	Installed, not activated	Engine Model/Series:	R755-B2M
Registered Owner:	Dakota Territory Tours	Rated Power:	205 hp
Operator:	Solid Edge Aviation dba Red Rock Biplane Tours	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	PRC, 5045 ft msl	Distance from Accident Site:	32 Nautical Miles
Observation Time:	1053 MST	Direction from Accident Site:	69°
Lowest Cloud Condition:	Clear	Visibility	10 Miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	3 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	Variable	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.27 inches Hg	Temperature/Dew Point:	22° C / -1° C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Sedona, AZ (SEZ)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1000 MST	Type of Airspace:	

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	2 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	3 None	Latitude, Longitude:	34.852222, -111.795556

Administrative Information

Investigator In Charge (IIC):	Kristi L Dunks
Additional Participating Persons:	John Eller; Federal Aviation Administration; Scottsdale, AZ
Investigation Docket:	NTSB accident and incident docket 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/ .