



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	Mountain Pass, CA	<b>Accident Number:</b>	LAX07LA147
<b>Date &amp; Time:</b>	05/01/2007, 0715 PDT	<b>Registration:</b>	N169BC
<b>Aircraft:</b>	Ceridono Vegas Sport Flyer	<b>Injuries:</b>	1 Fatal
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Analysis

The accident airplane was the second of two airplanes to takeoff for the intent of flying formation to another airport. The pilot of the first airplane reported that after takeoff, he made a turn to the north followed by a 360-degree turn to locate the second airplane. He saw the airplane following him around in the circle, and once he completed the circle, he again made a turn to the north and flew towards their destination. The first pilot thought that the accident pilot was following him, but when he arrived at their destination, he did not see the second airplane. The first pilot returned to the departure airport and noted a small fire off the end of the runway in the area where he had last seen the accident airplane. The first pilot stated that at no time during the flight did he hear a transmission from the accident pilot. There were no ground witnesses to the accident. The wreckage debris was in a confined area and came to rest about 30 feet from the ground scars constituting the first point of ground impact on the flat open terrain. The fuselage structure, cockpit, and engine suffered considerable impact and thermal damage. The airframe and engine were examined by FAA inspectors. Due to the impact and thermal damage only partial flight control continuity could be established. No preimpact mechanical malfunctions or failures were identified.

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be:  
The loss of airplane control while maneuvering after takeoff for an undetermined reason.

## Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT  
Phase of Operation: MANEUVERING

### Findings

1. (C) REASON FOR OCCURRENCE UNDETERMINED  
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Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: DESCENT - UNCONTROLLED

### Findings

2. TERRAIN CONDITION - GROUND

## Pilot Information

Certificate:	Private	Age:	80
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	None
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	327 hours (Total, all aircraft)		

## Aircraft and Owner/Operator Information

Aircraft Make:	Ceridono	Registration:	N169BC
Model/Series:	Vegas Sport Flyer	Engines:	1 Reciprocating
Operator:	Robert A. Ceridono	Engine Manufacturer:	Subaru
Operating Certificate(s) Held:	None	Engine Model/Series:	EA-81
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:	HND, 2492 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	None	Wind Speed/Gusts, Direction:	7 knots / , 160°
Temperature:	25° C	Visibility	10 Miles
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Sandy Valley, NV (3L2)	Destination:	Pahrump, NV (NV74)

## Airport Information

Airport:	Sky Ranch (3L2)	Runway Surface Type:	
Runway Used:	NA	Runway Surface Condition:	
Runway Length/Width:			

## Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	N/A	Aircraft Fire:	On-Ground
Ground Injuries:	N/A	Aircraft Explosion:	None
Latitude, Longitude:	35.797222, -115.798889		

## Administrative Information

Investigator In Charge (IIC): Tealeye C Cornejo

Adopted Date: 05/28/2008

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.