



Aviation Investigation Final Report

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|--------------------------------|---------------------------------------|-------------------------|-------------|
| Location: | GREENFIELD, California | Accident Number: | LAX94LA066 |
| Date & Time: | November 20, 1993, 13:00 Local | Registration: | N7090L |
| Aircraft: | YAKOVLEV YAK-55M | Aircraft Damage: | Substantial |
| Defining Event: | | Injuries: | 1 None |
| Flight Conducted Under: | Part 91: General aviation - Personal | | |

Analysis

THE PILOT REPORTED THAT WHILE EXECUTING AEROBATIC MANEUVERS THE ENGINE BEGAN TO RUN ROUGH. THE PILOT SAID THAT HE ATTEMPTED TO EXECUTE AN EMERGENCY LANDING AT THE AIRPORT, BUT THE ALTITUDE WAS INSUFFICIENT TO MAKE THE RUNWAY. THE PILOT REPORTED THIS ACCIDENT FOUR DAYS AFTER THE ACCIDENT AND HAD REMOVED THE AIRPLANE BEFORE INVESTIGATORS COULD EXAMINE IT.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: UNDETERMINED.

Findings

Occurrence #1: LOSS OF ENGINE POWER
Phase of Operation: MANEUVERING

Findings

1. (C) REASON FOR OCCURRENCE UNDETERMINED

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

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

Factual Information

On November 20, 1993, at 1300 hours Pacific standard time, an experimental Yakovlev Yak-55M, N7090L, collided with the terrain while attempting a forced landing at Metz airport, Greenfield, California. The pilot was conducting a local visual flight rules aerobatic flight. The airplane, registered to John W. Heinrich, Concord, California, and operated by the pilot, sustained substantial damage. The certificated private pilot, the sole occupant, was not injured. Visual meteorological conditions prevailed. The flight originated at Metz airport at an undetermined time.

The pilot contacted the Federal Aviation Administration on November 24, 1993. At that time, he reported that he was performing aerobatic maneuvers when he experienced engine problems. The pilot executed a forced landing to Metz airport, but the airplane's altitude was insufficient to make the runway.

The pilot removed the airplane from the accident site without informing the National Transportation Safety Board. Neither the pilot nor the operator provided the Safety Board with the required Pilot/Operator Aircraft Accident Report, NTSB Form 6120.1/2.

Pilot Information

| | | | |
|----------------------------------|----------------------------------------|------------------------------------------|--------------|
| Certificate: | Private | Age: | 40, Male |
| Airplane Rating(s): | Single-engine land | Seat Occupied: | Front |
| Other Aircraft Rating(s): | None | Restraint Used: | |
| Instrument Rating(s): | None | Second Pilot Present: | No |
| Instructor Rating(s): | None | Toxicology Performed: | No |
| Medical Certification: | Class 3 Valid Medical--no waivers/lim. | Last FAA Medical Exam: | May 13, 1993 |
| Occupational Pilot: | UNK | Last Flight Review or Equivalent: | |
| Flight Time: | 526 hours (Total, all aircraft) | | |

Aircraft and Owner/Operator Information

| | | | |
|--------------------------------------|-------------------|---------------------------------------|-----------------|
| Aircraft Make: | YAKOVLEV | Registration: | N7090L |
| Model/Series: | YAK-55M YAK-55M | Aircraft Category: | Airplane |
| Year of Manufacture: | | Amateur Built: | |
| Airworthiness Certificate: | | Serial Number: | 930807 |
| Landing Gear Type: | Tailwheel | Seats: | 1 |
| Date/Type of Last Inspection: | Unknown | Certified Max Gross Wt.: | 2500 lbs |
| Time Since Last Inspection: | | Engines: | 1 Reciprocating |
| Airframe Total Time: | | Engine Manufacturer: | Vendeneyev |
| ELT: | | Engine Model/Series: | M-14P |
| Registered Owner: | HEINRICH, JOHN W. | Rated Power: | 360 Horsepower |
| Operator: | JAMES D. LEWIS | Operating Certificate(s) Held: | None |
| Operator Does Business As: | | Operator Designator Code: | |

Meteorological Information and Flight Plan

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|-----------------------------------------|----------------------------------|---------------------------------------------|----------|
| Conditions at Accident Site: | Visual (VMC) | Condition of Light: | Day |
| Observation Facility, Elevation: | | Distance from Accident Site: | |
| Observation Time: | | Direction from Accident Site: | |
| Lowest Cloud Condition: | Clear | Visibility | 20 miles |
| Lowest Ceiling: | None | Visibility (RVR): | |
| Wind Speed/Gusts: | / | Turbulence Type Forecast/Actual: | / |
| Wind Direction: | 0° | Turbulence Severity Forecast/Actual: | / |
| Altimeter Setting: | | Temperature/Dew Point: | |
| Precipitation and Obscuration: | No Obscuration; No Precipitation | | |
| Departure Point: | METZ , CA (3CA7) | Type of Flight Plan Filed: | None |
| Destination: | | Type of Clearance: | None |
| Departure Time: | 00:00 Local | Type of Airspace: | |

Airport Information

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|-----------------------------|---|----------------------------------|----------------|
| Airport: | | Runway Surface Type: | |
| Airport Elevation: | | Runway Surface Condition: | |
| Runway Used: | 0 | IFR Approach: | None |
| Runway Length/Width: | | VFR Approach/Landing: | Forced landing |

Wreckage and Impact Information

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|----------------------------|--------|-----------------------------|----------------------------|
| Crew Injuries: | 1 None | Aircraft Damage: | Substantial |
| Passenger Injuries: | | Aircraft Fire: | None |
| Ground Injuries: | N/A | Aircraft Explosion: | None |
| Total Injuries: | 1 None | Latitude, Longitude: | 36.259849,-121.370613(est) |

Administrative Information

Investigator In Charge (IIC): Llorente, A.

Additional Participating Persons: TERJE KRISTIANSEN; SAN JOSE , CA

Original Publish Date: September 13, 1994

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.ntsb.gov/Docket?ProjectID=28615>

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).