



Aviation Investigation Preliminary Report

Location:	Chino, CA	Accident Number:	WPR24FA196
Date & Time:	June 15, 2024, 12:36 Local	Registration:	N93R
Aircraft:	Lockheed 12A	Injuries:	2 Fatal
Flight Conducted Under:	Part 91: General aviation - Personal		

On June 15, 2024, about 1236 Pacific daylight time, a Lockheed 12A, N93R, was substantially damaged when it was involved in an accident near Chino, California. The pilot and co-pilot were fatally injured. The airplane was operated as a Title 14 *Code of Federal Regulations* Part 91 personal flight.

According to the operator, the museum was hosting a Father’s Day event. The intent of the accident flight was to prepare the airplane for a three airplane formation flight later that day. Earlier that morning they conducted a briefing with the pilots of the formation flight, at which time the pilot and co-pilot were assigned to the accident airplane.

According to the operator’s representative, he thought the co-pilot lowered the flaps as part of the functional test during the preflight inspection. During the engine start, the ground crew warned the flight crew with hand and arm signals that the flaps were extended. From the ground crews experience and observations with the accident airplane, they felt that the flaps were fully extended during taxi and the takeoff on runway 26R.

Witnesses located at the airport reported that they observed the accident airplane taxi to the runway and takeoff with the flaps extended. Video of the accident flight also captured the flaps extended during the initial climb. According to witnesses and video, as the airplane reached the departure end of the runway, about 200 – 300 ft above ground level, the airplane pitched up, turned to the left, and entered a nose low attitude as it descended into terrain, where a post-crash fire ensued.



Figure 1: Screen capture of witness provided video of the accident airplane with the flaps extended during the takeoff climb.

Examination of the accident site revealed that the airplane impacted terrain about 170 ft southwest of the departure end of runway 26R. The first identified point of contact (FIPC) with terrain was a ground scar/impression that was about 29 ft long, 18 inches wide and 8 inches deep. The debris path was oriented on a heading of about 203° magnetic and was about 220 ft in length from the FIPC. An additional ground scar was observed about 45 ft from the FIPC within the debris path and contained two shattered glass panes consistent in size with the center windscreens. Various portions of aluminum wing skin, left wing, and aileron were observed throughout the debris path. The fuselage came to rest upright on a heading of about 318° magnetic at an elevation of 619 ft mean sea level. The right wing remained attached to the fuselage at the wing root. The right wing flap was observed in the extended position. The left wing was fragmented and mostly consumed by fire.

The wreckage was recovered to a secure location for further examination.

Aircraft and Owner/Operator Information

Aircraft Make:	Lockheed	Registration:	N93R
Model/Series:	12A	Aircraft Category:	Airplane
Amateur Built:			
Operator:	Yanks Air Museum	Operating Certificate(s) Held:	None
Operator Designator Code:			

Meteorological Information and Flight Plan

Conditions at Accident Site:	VMC	Condition of Light:	Day
Observation Facility, Elevation:	KCNO,636 ft msl	Observation Time:	12:40 Local
Distance from Accident Site:	1 Nautical Miles	Temperature/Dew Point:	33°C /16°C
Lowest Cloud Condition:	Clear	Wind Speed/Gusts, Direction:	8 knots / 15 knots, 280°
Lowest Ceiling:	None	Visibility:	8 miles
Altimeter Setting:	29.81 inches Hg	Type of Flight Plan Filed:	None
Departure Point:	Chino, CA	Destination:	Chino, CA

Wreckage and Impact Information

Crew Injuries:	2 Fatal	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	On-ground
Ground Injuries:		Aircraft Explosion:	Unknown
Total Injuries:	2 Fatal	Latitude, Longitude:	33.975375,-117.64796 (est)

Administrative Information

Investigator In Charge (IIC):	Gutierrez, Eric
Additional Participating Persons:	Christina Wall; Federal Aviation Administration; Riverside, CA
Investigation Class:	Class 3
Note:	