



# Aviation Investigation Final Report

<b>Location:</b>	O'Brien, Florida	<b>Accident Number:</b>	ERA25LA056
<b>Date &amp; Time:</b>	November 9, 2024, 11:02 Local	<b>Registration:</b>	N214FL
<b>Aircraft:</b>	FINN LASSEN RV-4	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Loss of engine power (total)	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

The pilot reported that approximately 7 miles from his destination airport, he reduced engine power to descend when, “suddenly everything went dark” and the engine lost all power. The automotive-style powerplant ignition system was dependent upon the airplane’s battery system. Unable to restart the engine, the pilot attempted a forced landing in a field. The pilot was unable to operate the electrically driven flaps, and as a result, he over flew a series of hay fields before touching down in a third field. The airplane approached a barbed wire fence at the end of the field, so the pilot attempted to steer away from it. The right wing and main landing gear dug into the terrain and spun the airplane around, resulting in substantial damage to the fuselage and right wing.

A postaccident examination of the airplane by the pilot found that the airplane’s battery had intermittent voltage drops as a result of an internal crack in the bridge between cells.

## Probable Cause and Findings

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

A total loss of engine power and navigational equipment as a result of a faulty battery.

## Findings

Aircraft	Ignition power supply - Malfunction
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## Factual Information

### History of Flight

Enroute	Loss of engine power (total) (Defining event)
Landing	Off-field or emergency landing

### Pilot Information

Certificate:	Private	Age:	68,Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Front
Other Aircraft Rating(s):	None	Restraint Used:	5-point
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	BasicMed With waivers/limitations	Last FAA Medical Exam:	December 6, 2023
Occupational Pilot:	No	Last Flight Review or Equivalent:	July 19, 2024
Flight Time:	1139 hours (Total, all aircraft), 96 hours (Total, this make and model), 1091 hours (Pilot In Command, all aircraft), 9 hours (Last 90 days, all aircraft), 5 hours (Last 30 days, all aircraft), 0 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

Aircraft Make:	FINN LASSEN	Registration:	N214FL
Model/Series:	RV-4	Aircraft Category:	Airplane
Year of Manufacture:	2020	Amateur Built:	Yes
Airworthiness Certificate:	Experimental (Special)	Serial Number:	2495
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	May 1, 2024 Condition	Certified Max Gross Wt.:	1650 lbs
Time Since Last Inspection:	5 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	125 Hrs at time of accident	Engine Manufacturer:	MAZDA
ELT:	C91A installed, not activated	Engine Model/Series:	13-B
Registered Owner:	On file	Rated Power:	146 Horsepower
Operator:	On file	Operating Certificate(s) Held:	None

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	GNV,165 ft msl	<b>Distance from Accident Site:</b>	39 Nautical Miles
<b>Observation Time:</b>	11:53 Local	<b>Direction from Accident Site:</b>	123°
<b>Lowest Cloud Condition:</b>	Few / 3300 ft AGL	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>		<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	6 knots / None	<b>Turbulence Type Forecast/Actual:</b>	None / None
<b>Wind Direction:</b>	90°	<b>Turbulence Severity Forecast/Actual:</b>	N/A / N/A
<b>Altimeter Setting:</b>	30.1 inches Hg	<b>Temperature/Dew Point:</b>	27°C / 22°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Bell, FL (9FL5)	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	McAlpin, FL (FL10)	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	10:52 Local	<b>Type of Airspace:</b>	Class E

## Airport Information

<b>Airport:</b>	O'BRIEN AIRPARK EAST/WEST FD71	<b>Runway Surface Type:</b>	
<b>Airport Elevation:</b>	55 ft msl	<b>Runway Surface Condition:</b>	Dry;Rough;Vegetation
<b>Runway Used:</b>		<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>		<b>VFR Approach/Landing:</b>	Forced landing

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	N/A	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 None	<b>Latitude, Longitude:</b>	30.049035,-82.90374(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Enders, Ryan
<b>Additional Participating Persons:</b>	Michael Rodriguez; FAA/FSDO; Tampa, FL
<b>Original Publish Date:</b>	April 22, 2025
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class 4</a>
<b>Note:</b>	The NTSB did not travel to the scene of this accident.
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=195534">https://data.nts.gov/Docket?ProjectID=195534</a>

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](#).