



Aviation Investigation Final Report

Location:	APALACHICOLA, Florida	Accident Number:	MIA90LA016
Date & Time:	October 21, 1989, 06:00 Local	Registration:	N1212L
Aircraft:	LAKE LA-4	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

SHORTLY AFTER TAKEOFF AT ABOUT 100' AGL, THE ENG LOST POWER. AN EMERG LNDG WAS THEN MADE IN A SWAMPY AREA & THE ACFT, WAS DAMAGED. AN EXAM OF THE ENG REVEALED THAT THE #1 EXHAUST VALVE PUSHROD WAS BENT. ACCORDING TO THE ENG MANUFACTURER THIS RESULTED FROM A STICKING EXHAUST VALVE, WHICH ALLOWED THE PISTON TO CONTACT THE VALVE. THE VALVE STEM CAP HAD FAILED & LODGED BETWEEN THE ROCKER ARM AND THE OUTER VALVE SPRING ASSEMBLY.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: BINDING AND SUBSEQUENT FAILURE OF THE #1 EXHAUST VALVE. A FACTOR RELATED TO THE ACCIDENT WAS: THE SOFT/WET (SWAMPY) TERRAIN CONDITION IN THE EMERGENCY LANDING AREA.

Findings

Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - MECH FAILURE/MALF
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. (C) ENGINE ASSEMBLY, VALVE, EXHAUST - BINDING(MECHANICAL)
2. (C) ENGINE ASSEMBLY, VALVE, EXHAUST - FAILURE, TOTAL

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

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

Findings

3. (F) TERRAIN CONDITION - SOFT
4. (F) TERRAIN CONDITION - WET

Factual Information

Pilot Information

Certificate:	Private	Age:	56, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Unknown Unknown	Last FAA Medical Exam:	
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	570 hours (Total, all aircraft), 500 hours (Total, this make and model), 535 hours (Pilot In Command, all aircraft), 34 hours (Last 90 days, all aircraft), 8 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	LAKE	Registration:	N1212L
Model/Series:	LA-4 LA-4	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	
Landing Gear Type:	Amphibian	Seats:	4
Date/Type of Last Inspection:	December 9, 1988 Annual	Certified Max Gross Wt.:	2400 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	LYCOMING
ELT:		Engine Model/Series:	O-360
Registered Owner:	TALBOT D'ALEMBERTE	Rated Power:	180 Horsepower
Operator:	D'ALEMBERTE, TALBOT S.	Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Dawn
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	15 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	360°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	18°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	(AAF)	Type of Flight Plan Filed:	None
Destination:	NEW ORLEANS, LA (MSY)	Type of Clearance:	None
Departure Time:	00:00 Local	Type of Airspace:	Class G

Airport Information

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

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	1 Minor	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Minor	Latitude, Longitude:	29.720062,-84.98925(est)

Administrative Information

Investigator In Charge (IIC): Meyer, Ronald

Additional Participating Persons:

Original Publish Date: September 30, 1991

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=32596>

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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](#).