



Aviation Investigation Final Report

Location:	PANAMA CITY, Florida	Accident Number:	MIA92LA009
Date & Time:	October 10, 1991, 14:32 Local	Registration:	N25PA
Aircraft:	LAKE LA-4	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 Minor
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

WHILE ON THE DOWNWIND LEG AFTER THE STUDENT POSITIONED THE PROPELLER CONTROL TO THE HIGH RPM POSITION, THE CFI STATED THAT HE HEARD A LOUD NOISE & THE ENG EXPERIENCED A LOSS OF POWER. THE CFI TOOK CONTROL OF THE ACFT, IMMEDIATELY INITIATED A DESCENT, POSITIONED THE PROPELLER CONTROL TO THE LOW RPM POSITION, BUT NEVER LOOKED AT THE ENG INSTRUMENTS. WHILE DESCENDING THE ACFT COLLIDED WITH TREES, THEN CAME TO REST INVERTED ON THE GROUND. THE ACFT WAS EXAMINED WHICH REVEALED FUEL QUANTITY SUFFICIENT TO SUSTAIN ENG OPERATION. THE ENG WAS REMOVED FOR FURTHER EXAMINATION WHICH REVEALED NO EVIDENCE OF PRE-IMPACT FAILURE OR MALFUNCTION. THE PROP & PROP GOVERNOR WERE REMOVED FOR EXAM WHICH REVEALED NO EVIDENCE OF PREIMPACT FAILURE OR MALFUNCTION. NO DETERMINATION COULD BE MADE AS TO THE REASON FOR THE REPORTED LOSS OF POWER.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: LOSS OF POWER DUE TO UNDETERMINED REASONS. CONTRIBUTING TO THE ACCIDENT WAS THE CFI'S INADEQUATE EMERGENCY PROCEDURES FOLLOWING THE REPORTED LOSS OF POWER.

Findings

Occurrence #1: LOSS OF ENGINE POWER

Phase of Operation: APPROACH - VFR PATTERN - DOWNWIND

Findings

1. (C) REASON FOR OCCURRENCE UNDETERMINED

Occurrence #2: IN FLIGHT COLLISION WITH OBJECT

Phase of Operation: DESCENT - EMERGENCY

Findings

2. (F) EMERGENCY PROCEDURE - INADEQUATE - PILOT IN COMMAND

3. OBJECT - TREE(S)

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT - UNCONTROLLED

Findings

4. TERRAIN CONDITION - GROUND

Factual Information

Pilot Information

Certificate:	Airline transport; Flight instructor	Age:	67, Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land	Seat Occupied:	Right
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine; Instrument airplane	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	October 8, 1990
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	15900 hours (Total, all aircraft), 510 hours (Total, this make and model), 15300 hours (Pilot In Command, all aircraft), 90 hours (Last 90 days, all aircraft), 20 hours (Last 30 days, all aircraft), 6 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	LAKE	Registration:	N25PA
Model/Series:	LA-4 LA-4	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	427
Landing Gear Type:	Amphibian	Seats:	4
Date/Type of Last Inspection:	October 2, 1991 Annual	Certified Max Gross Wt.:	2400 lbs
Time Since Last Inspection:	6 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1253 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed	Engine Model/Series:	O-360-A1A
Registered Owner:	PANAMA AVIATION	Rated Power:	180 Horsepower
Operator:	PANAMA AVIATION	Operating Certificate(s) Held:	On-demand air taxi (135)
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

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	8 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:	24°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	14:12 Local	Type of Airspace:	Class D

Airport Information

Airport:	PANAMA CITY-BAY COUNTY PFN	Runway Surface Type:	
Airport Elevation:	21 ft msl	Runway Surface Condition:	
Runway Used:	0	IFR Approach:	
Runway Length/Width:		VFR Approach/Landing:	Full stop;Traffic pattern

Wreckage and Impact Information

Crew Injuries:	2 Minor	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Minor	Latitude, Longitude:	30.170946,-85.669067(est)

Administrative Information

Investigator In Charge (IIC):	Monville, Timothy
Additional Participating Persons:	CORKY SMITH; MIAMI , FL TOM MULLIN; BIRMINGHAM , AL ROGER STALLKAMP; PIQUA , OH JAMES STABLEY; WILLIAMSPORT , PA
Original Publish Date:	April 27, 1993
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=33018

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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](#).