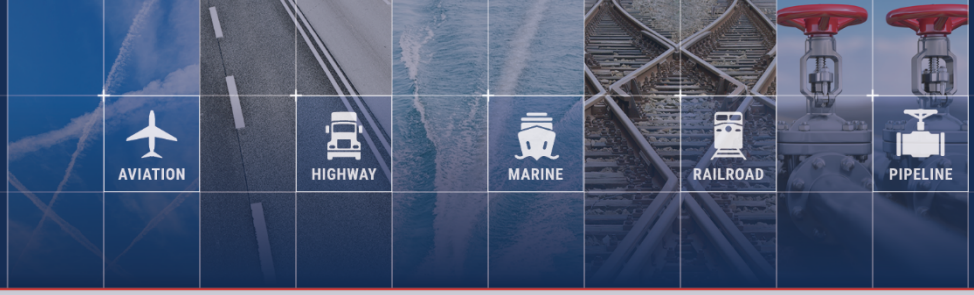

Aviation Investigation Final Report

Location:	WILLIAMSON, Georgia	**Accident Number:**	ATL94GA065
Date & Time:	March 17, 1994, 09:20 Local	**Registration:**	N6021V
Aircraft:	Consolidated Aeronautics Inc. LAKE LA-4-200	**Aircraft Damage:**	Substantial
Defining Event:		**Injuries:**	1 Serious, 1 Minor
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

THIS WAS THE 2ND OF 3 POSSIBLE FLIGHTS SCHEDULED FOR THIS AIRCRAFT TO PROVIDE PROFICIENCY & CURRENCY TRAINING FOR AN FAA INSPECTOR. AFTER A PREFLIGHT INSPECTION AND RUNUP, THE FLIGHT INSTRUCTOR (CFI) & FAA INSPECTOR TAXIED TO THE SOD RUNWAY (RUNWAY 13) FOR TAKEOFF. AS THE AIRPLANE ACCELERATED, THE FAA INSPECTOR NOTICED THE ENGINE WAS NOT DEVELOPING FULL TAKEOFF POWER & INFORMED THE CFI. ACCORDING TO THE FAA INSPECTOR, THE CFI REACHED OVERHEAD (APPARENTLY) TO ADJUSTED THE MIXTURE CONTROL & INSTRUCTED THE FAA INSPECTOR TO CONTINUE THE TAKEOFF. AS THE AIRSPEED APPROACHED 60 KNOTS, THE FAA INSPECTOR WAS INSTRUCTED TO ROTATE. A WITNESS NEAR THE DEPARTURE END OF THE RUNWAY OBSERVED THE AIRPLANE AS IT BECAME AIRBORNE & NOTICED A REDUCTION IN ENGINE RPM AFTER LIFTOFF. SUBSEQUENTLY, THE AIRCRAFT SETTLED & COLLIDED WITH TREES ABOUT 700' BEYOND THE END OF THE RUNWAY. AN EXAM OF THE AIRCRAFT & ENGINE FAILED TO REVEAL A MECHANICAL PROBLEM. THE WIND WAS REPORTED TO BE FROM 290 DEGREES AT 7 KNOTS.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: LOSS OF ENGINE POWER FOR AN UNDETERMINED REASON. A FACTOR RELATED TO THE ACCIDENT WAS: IMPROPER PLANNING/DECISION BY THE FLIGHT INSTRUCTOR (CFI).

Findings

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

Findings
1. (C) REASON FOR OCCURRENCE UNDETERMINED

Occurrence #2: FORCED LANDING
Phase of Operation: EMERGENCY LANDING AFTER TAKEOFF

Findings
2. (F) PLANNING/DECISION - IMPROPER - PILOT IN COMMAND(CFI)
3. WEATHER CONDITION - TAILWIND
4. ABORTED TAKEOFF - NOT PERFORMED - PILOT IN COMMAND(CFI)

Occurrence #3: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: LANDING

Findings
5. OBJECT - TREE(S)

Factual Information

HISTORY OF FLIGHT

On March 17, 1994, at 0920 eastern standard time, a Consolidated Aeronautic LA-4-200, N6021V, collided with trees while attempting a forced landing near Georgia Peach Airport, Williamson, Georgia. Visual weather conditions prevailed at the time of the accident. The Federal Aviation Administration training flight operated under 14 CFR Part 91 with no flight plan filed. The airplane was substantially damaged; the Certified Flight Instructor received minor injuries and the FAA Inspector was seriously injured.

The FAA Inspector arrived at the airport at 0900, and was informed that the preflight inspection had been completed by the flight instructor. Since an oral review and flight test had been completed during a previous session they were not needed for this flight. The pilot completed the before takeoff check and runup, and taxied to the southeast runway for takeoff. The FAA Inspector noticed that the departure was to be made with a slight tailwind, so he applied full power and started the takeoff.

As the airplane accelerated, the FAA Inspector told the flight instructor that the engine was not developing full power. The flight instructor reached to the overhead and appeared to have made some adjustment to the mixture control. As the airplane reached 60 knots, the FAA Inspector was instructed to rotate despite the fact that the engine was not developing full takeoff power. They continued the takeoff attempt and cleared a small stand of trees before colliding with a larger group of trees about 700 feet beyond the end of the runway. A witness adjacent to the departure end of the runway also reported a reduction in engine rpm which continued until the aircraft impacted the trees.

PERSONNEL INFORMATION

Information on the flight instructor is included in this report at the data field labeled "First Pilot Information". Information on the FAA Inspector is located in attachment 3.05, "NTSB Form 6120.4 Supplement "E".

AIRCRAFT INFORMATION

Information on the airplane is contained in this report at the data field labeled "Aircraft Information". An examination of the aircraft maintenance logs indicated that the engine was repaired after an engine failure 200 hours prior to this mishap (see attached mechanic's statement).

METEOROLOGICAL INFORMATION

Visual weather conditions prevailed at the time of the accident. Weather information is contained in this report at the data field labeled "Weather Information". The FAA Inspector stated that the takeoff was attempted with a slight tail wind. According to the weather observation from Atlanta, the surface winds were 290 degrees at seven knots.

WRECKAGE AND IMPACT INFORMATION

The airplane impacted 70 foot tall trees 700 feet beyond the departure end of the southeast sod runway. Wreckage debris was scattered over an area 90 feet long and 35 feet wide. All aircraft components and flight controls were located within the immediate area of the main wreckage. The main wreckage rested in an upright position adjacent to a large tree, and part of the empennage was wrapped around the same tree; the nose section of the airframe rested against a smaller tree. The landing gear and flaps were extended.

The engine assembly separated from its normally installed position on the top of the airframe, and rested 25 feet left of the nose section. The engine control cables were pulled from the interior of the airframe. The propeller assembly remained attached to the engine assembly. Examination of both assemblies failed to disclose a malfunction or component failure (see attached engine, propeller and magneto examinations). The engine operated up to 2500 rpm during the functional test. The propeller assembly sustained uniform twisting damage to both propeller blades. An examination of the turbocharger unit was also conducted. This examination revealed evidence of major foreign object damage to the turbine wheel assembly, and the turbine bearing was in the advanced stage of failure (metal transfer).

Examination of the airframe revealed that the cockpit sustained vertical and lateral deformation. The left pilot's seat was dislodged from the seat tracks and the right front seat was partially attached to the deformed seat tracks. The cockpit canopy also separated from the airframe. The right control column was pulled aft and bent to the right; the pilot's control column was pulled aft but was not bent.

Examination of the airframe failed to disclose a mechanical problem.

ADDITIONAL INFORMATION

On February 28, 1994, the Georgia Flight Standard District Office of the FAA established an oral contract with Mr. Aubrey Sweezey to provide proficiency training to Mr. Robert Ylla in the Lake LA-4-200 amphibious aircraft. The training was to be conducted in accordance with FAA Order 4040.9C (FAA Aircraft Management Program). Under the oral contract, Mr. Sweezey was the operator and was to maintain operational control. He also agreed to give proficiency training and flight instruction to Mr. Ylla, since Mr. Ylla was not current in the Lake aircraft. Finally, prior to the beginning of the training, Mr. Ylla informed Mr. Sweezey that Mr. Sweezey would be pilot-in command.

The wreckage was released to:

Mrs. Penny D. Sweezey One Lufbery Circle Williamson, Georgia 30292

Pilot Information

Certificate:	Airline transport; Flight engineer; Flight instructor	**Age:**	69,Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land; Multi-engine sea	**Seat Occupied:**	Right
Other Aircraft Rating(s):	Glider	**Restraint Used:**	
Instrument Rating(s):	Airplane	**Second Pilot Present:**	Yes
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine	**Toxicology Performed:**	No
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	**Last FAA Medical Exam:**	January 3, 1994
Occupational Pilot:	Yes	**Last Flight Review or Equivalent:**	
Flight Time:	37000 hours (Total, all aircraft), 350 hours (Total, this make and model), 27000 hours (Pilot In Command, all aircraft), 20 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Consolidated Aeronautics Inc.	**Registration:**	N6021V
Model/Series:	LAKE LA-4-200 LAKE LA-4-	**Aircraft Category:**	Airplane
Year of Manufacture:		**Amateur Built:**	
Airworthiness Certificate:	Normal	**Serial Number:**	774
Landing Gear Type:	Amphibian	**Seats:**	4
Date/Type of Last Inspection:	May 21, 1993 Annual	**Certified Max Gross Wt.:**	2690 lbs
Time Since Last Inspection:	91 Hrs	**Engines:**	1 Reciprocating
Airframe Total Time:	1676 Hrs	**Engine Manufacturer:**	LYCOMING
ELT:	Installed, not activated	**Engine Model/Series:**	IO-360-A1B
Registered Owner:	SWEEZEY, AUBREY A.	**Rated Power:**	200 Horsepower
Operator:		**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:**	Day
Observation Facility, Elevation:	ATL ,1002 ft msl	**Distance from Accident Site:**	45 Nautical Miles
Observation Time:	08:55 Local	**Direction from Accident Site:**	360°
Lowest Cloud Condition:	Clear	**Visibility**	20 miles
Lowest Ceiling:	None	**Visibility (RVR):**	
Wind Speed/Gusts:	7 knots /	**Turbulence Type Forecast/Actual:**	/
Wind Direction:	290°	**Turbulence Severity Forecast/Actual:**	/
Altimeter Setting:	30 inches Hg	**Temperature/Dew Point:**	5°C / -9°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		**Type of Flight Plan Filed:**	None
Destination:		**Type of Clearance:**	None
Departure Time:	09:15 Local	**Type of Airspace:**	Class G

Airport Information

Airport:	EAGLES LANDING 5GA3	**Runway Surface Type:**	Grass/turf
Airport Elevation:	900 ft msl	**Runway Surface Condition:**	Dry
Runway Used:	13	**IFR Approach:**	None
Runway Length/Width:	2500 ft / 100 ft	**VFR Approach/Landing:**	Forced landing

Wreckage and Impact Information

Crew Injuries:	1 Serious, 1 Minor	**Aircraft Damage:**	Substantial
Passenger Injuries:		**Aircraft Fire:**	None
Ground Injuries:	N/A	**Aircraft Explosion:**	None
Total Injuries:	1 Serious, 1 Minor	**Latitude, Longitude:**	33.180137,-84.360977(est)

Administrative Information

Investigator In Charge (IIC):	Powell, Phillip
Additional Participating Persons:	DAN STRICKLAND; COLLEGE PARK , GA
Original Publish Date:	April 7, 1995
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=3306