



Aviation Investigation Final Report

Location:	Headland, Alabama	Accident Number:	MIA02LA092
Date & Time:	April 30, 2002, 13:45 Local	Registration:	N3121P
Aircraft:	Lake LA-4-200	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

According to the pilot, shortly after takeoff on runway 17, he retracted the landing gear, and noted that the airplane "did not continue to climb." He turned away from a populated area, and headed back towards the airport. He stated that the airplane "did not appear to be developing adequate power and was descending. The pilot elected to keep the landing gear up and land in a soft plowed field, about 500 yards southeast of the airport. Upon touchdown the airplane's left float separated, and the left wing impacted with the ground. After the accident a test run on the engine revealed that the engine was run to 2600 RPM, and no discrepancies were found.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: a loss of engine power for undetermined reason resulting in damage to the airplane during the subsequent forced landing.

Findings

Occurrence #1: LOSS OF ENGINE POWER

Phase of Operation: CLIMB

Findings

1. (C) REASON FOR OCCURRENCE UNDETERMINED

Occurrence #2: FORCED LANDING

Phase of Operation: EMERGENCY DESCENT/LANDING

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

2. TERRAIN CONDITION - SOFT

Factual Information

On April 30, 2002, about 1345 central daylight time, a Lake LA-4-200, N3121P, registered to an individual, impacted the ground during a forced landing near the Headland Municipal Airport, Headland, Alabama. Visual meteorological conditions prevailed at the time. No flight plan was filed for the 14 CFR Part 91 personal local flight. The airplane was substantially damaged. The commercial-rated pilot and one passenger reported no injuries. The flight had departed from the same airport at 1340.

According to the pilot, after performing a pre-flight inspection he started the airplane's engine and practiced taxi procedures for about 15 minutes before taking off on runway 17. After clearing the runway the pilot retracted the landing gear, and noted that the airplane "did not continue to climb." He elected to turn away from a populated area, and head back towards the airport. He stated that the airplane "did not appear to be developing adequate power and was descending." The pilot elected to keep the landing gear up and land in a soft plowed field, about 500 yards southeast of the airport. Upon touchdown the airplane's left float separated, and the left wing impacted with the ground.

After the accident a test run was performed on the engine from N3121P, and according to the mechanic's report, dated September 30, 2002, the engine was run to 2,600 rpm, and no discrepancies were found.

Pilot Information

Certificate:	Commercial; Flight instructor	Age:	56, Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land	Seat Occupied:	Rear
Other Aircraft Rating(s):	Glider; Helicopter	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine; Glider; Instrument airplane	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	March 19, 2002
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	May 14, 2001
Flight Time:	20396 hours (Total, all aircraft), 316 hours (Total, this make and model), 19925 hours (Pilot In Command, all aircraft), 157 hours (Last 90 days, all aircraft), 58 hours (Last 30 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Lake	Registration:	N3121P
Model/Series:	LA-4-200	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	983
Landing Gear Type:	Retractable - ; Amphibian	Seats:	4
Date/Type of Last Inspection:	November 28, 2001 Annual	Certified Max Gross Wt.:	2600 lbs
Time Since Last Inspection:	30 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1529 Hrs at time of accident	Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	IO-360-A1B
Registered Owner:	Glenn Cannon	Rated Power:	200 Horsepower
Operator:	Robert K. Daugherty	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KDHN,401 ft msl	Distance from Accident Site:	18 Nautical Miles
Observation Time:	13:50 Local	Direction from Accident Site:	200°
Lowest Cloud Condition:	Few / 5500 ft AGL	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	11 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	200°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.05 inches Hg	Temperature/Dew Point:	29°C / 20°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Headland, AL (0J6)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	13:40 Local	Type of Airspace:	Unknown

Airport Information

Airport:	Headland Muni OJ6	Runway Surface Type:	Grass/turf
Airport Elevation:	359 ft msl	Runway Surface Condition:	Dry
Runway Used:	17	IFR Approach:	None
Runway Length/Width:	2848 ft / 162 ft	VFR Approach/Landing:	Forced landing

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	31.364721,-85.309448

Administrative Information

Investigator In Charge (IIC):	Yurman, Alan J.
Additional Participating Persons:	Herbert Danial; FAA; Birmingham, AL
Original Publish Date:	January 16, 2003
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=54624

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](#).