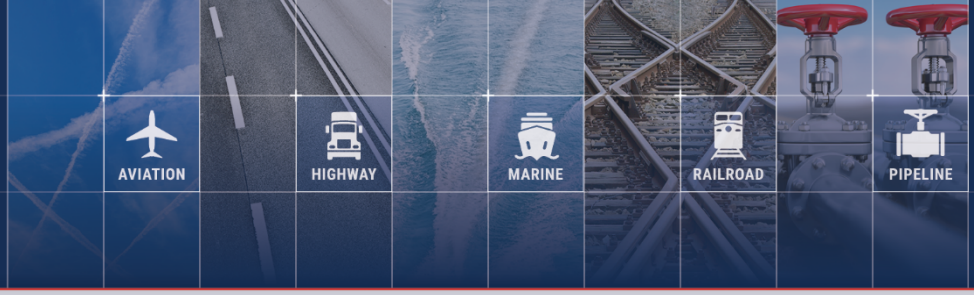

Aviation Investigation Final Report

Location:	Sarasota, Florida	**Accident Number:**	MIA07LA074
Date & Time:	April 13, 2007, 11:10 Local	**Registration:**	N8543W
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 - Personal		

Analysis

The pilot stated that no discrepancies were noted during his preflight inspection, or engine run-up before takeoff. He retracted the landing gear after obtaining a positive rate of climb, but was only able to accelerate to 65 miles-per-hour, and did not climb higher than 150-200 feet. The engine then had a loss of engine power, and the pilot maneuvered the airplane for a forced landing on a street. While descending, the left wing contacted three power lines. The airplane then impacted the ground hard. Postaccident examination of the engine revealed no evidence of preimpact failure or malfunction.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The total loss of engine power for undetermined reasons during initial climb after takeoff, resulting in a forced landing, and an in-flight collision with transmission wires and terrain.

Findings

Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - NONMECHANICAL
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings
1. (C) REASON FOR OCCURRENCE UNDETERMINED

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

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

Findings
2. OBJECT - WIRE,TRANSMISSION

Occurrence #4: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Findings
3. TERRAIN CONDITION - GROUND

Factual Information

On April 13, 2007, about 1110 eastern daylight time, a Consolidated Aeronautics, Inc., Lake LA-4-200, N8543W, registered to N8543W, Inc., experienced a loss of engine power and collided with power lines then the ground during a forced landing shortly after takeoff from the Sarasota/Bradenton International Airport, Sarasota, Florida. Visual meteorological conditions prevailed at the time and no flight plan was filed for the 14 CFR Part 91 personal flight from Sarasota/Bradenton International Airport, Sarasota, Florida, to Bartow Municipal Airport, Bartow, Florida for a seaplane rally. The airplane was substantially damaged and the private-rated pilot sustained minor injuries, while the passenger was seriously injured. The flight was originating at the time of the accident.

The pilot stated that he performed a preflight inspection of the airplane using the checklist. The main fuel tank which was full was checked for contaminants; none were found. He did not report any discrepancies associated with the engine start, and after doing so, taxied using only the mechanical fuel pump to runway 04. He performed an engine run-up and each magneto drop was approximately 100 rpm. He turned on the auxiliary fuel pump, and noted the fuel pressure was OK. He estimated the airplane was on the ground approximately 10 minutes from the time of engine start to the moment he began the takeoff. The flight was cleared to takeoff, and he gradually applied full power, noting that the airplane accelerated satisfactorily. He rotated at 60 mph and after obtaining a positive rate of climb, retracted the landing gear. The aircraft accelerated to only 65 mph instead of the usual 80 mph, and the pilot recognized that the airplane performance was low. The tower controller asked him if he was experiencing a problem, and he verified the mixture, throttle, and propeller controls were full forward. The engine then experienced a near total loss of engine power with resulting pitch-up (normal). He lowered the nose to maintain airspeed (60 mph), and after recognizing that he would be unable to land on the airport, maneuvered the airplane to land on a nearby street. While descending when the flight was approximately 30 feet above ground level, the left wing collided with a power line. The airplane then rotated approximately 90 degrees to the left, and impacted onto the road. Bystanders helped the passenger from the airplane and he (pilot) evacuated the airplane on his own. He further reported that the airplane climbed to a maximum of 150-200 feet, and there were no unusual sounds, smells, or vibrations while in-flight.

The pilot further stated that the aircraft was last fueled 6 days prior, and during his preflight inspection of the airplane, the main fuel tank was full with 40 gallons of 100LL fuel.

Postaccident examination of the airplane by an FAA airworthiness inspector revealed fire damage to the engine compartment and portion of the cabin. Eight gallons of fuel were drained from the fuselage tank. A post crash fire was noted in the area of the fuel filter. The fuel filter screen cover was approximately one quarter turn loose; the o-ring appeared "OK." The filter was located downstream of the fuel selector valve, and the safety wire was correct.

An aluminum fuel line in the cockpit area that goes to the fuel selector valve was found to have a crack approximately 1 inch long. The line also exhibited evidence of chafing, but not through the wall thickness. The crack was not in the area of the chafing, and there was no evidence of a fuel leak from the cracked fuel line.

Post-accident examination of the engine revealed crankshaft, camshaft, and valve train continuity. The fuel manifold and mechanical fuel pump were "okay." The fuel injector servo (fuel servo) inlet screen exhibited a slight amount of rust/corrosion. The spark plugs were worn but serviceable, and the magnetos sparked at all ignition leads during rotation of the engine. The air induction system was found to be free of obstructions, and the alternate air door spring was found broken. The engine was found to contain approximately 4 quarts of oil. The oil filter was clean; the element did not contain any metal.

Pilot Information

Certificate:	Private	**Age:**	46,Male
Airplane Rating(s):	Single-engine land; Single-engine sea	**Seat Occupied:**	Left
Other Aircraft Rating(s):	None	**Restraint Used:**	
Instrument Rating(s):	None	**Second Pilot Present:**	Yes
Instructor Rating(s):	None	**Toxicology Performed:**	No
Medical Certification:	Class 3 Without waivers/limitations	**Last FAA Medical Exam:**	October 1, 2004
Occupational Pilot:	No	**Last Flight Review or Equivalent:**	September 1, 2006
Flight Time:	958 hours (Total, all aircraft), 499 hours (Total, this make and model), 958 hours (Pilot In Command, all aircraft), 26 hours (Last 90 days, all aircraft), 6 hours (Last 30 days, all aircraft), 0 hours (Last 24 hours, all aircraft)		

Information

Certificate:	Commercial; Flight instructor	**Age:**	76,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 single-engine	**Toxicology Performed:**	No
Medical Certification:	Class 2	**Last FAA Medical Exam:**	January 1, 2003
Occupational Pilot:	No	**Last Flight Review or Equivalent:**	
Flight Time:	3400 hours (Total, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Consolidated Aeronautics Inc.	**Registration:**	N8543W
Model/Series:	Lake LA-4-200	**Aircraft Category:**	Airplane
Year of Manufacture:		**Amateur Built:**	
Airworthiness Certificate:	Normal	**Serial Number:**	1109
Landing Gear Type:	Retractable - Tricycle; Amphibian	**Seats:**	4
Date/Type of Last Inspection:	September 1, 2006 Annual	**Certified Max Gross Wt.:**	2690 lbs
Time Since Last Inspection:		**Engines:**	1 Reciprocating
Airframe Total Time:	2396 Hrs at time of accident	**Engine Manufacturer:**	Lycoming
ELT:	Installed	**Engine Model/Series:**	IO-360-1AB6
Registered Owner:	On file	**Rated Power:**	200 Horsepower
Operator:	On file	**Operating Certificate(s) Held:**	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	**Condition of Light:**	Day
Observation Facility, Elevation:	KSRQ,30 ft msl	**Distance from Accident Site:**	0 Nautical Miles
Observation Time:	10:53 Local	**Direction from Accident Site:**	
Lowest Cloud Condition:	Clear	**Visibility**	10 miles
Lowest Ceiling:	None	**Visibility (RVR):**	
Wind Speed/Gusts:	9 knots /	**Turbulence Type Forecast/Actual:**	/
Wind Direction:	60°	**Turbulence Severity Forecast/Actual:**	/
Altimeter Setting:	30.07 inches Hg	**Temperature/Dew Point:**	26°C / 9°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Sarasota, FL (KSRQ)	**Type of Flight Plan Filed:**	None
Destination:	Bartow, FL (KBOW)	**Type of Clearance:**	VFR
Departure Time:	11:08 Local	**Type of Airspace:**	

Airport Information

Airport:	SARASOTA/BRADENTON INTL SRQ	**Runway Surface Type:**	Asphalt
Airport Elevation:	30 ft msl	**Runway Surface Condition:**	Dry
Runway Used:	04	**IFR Approach:**	None
Runway Length/Width:	5009 ft / 150 ft	**VFR Approach/Landing:**	None

Wreckage and Impact Information

Crew Injuries:	1 Minor	**Aircraft Damage:**	Substantial
Passenger Injuries:	1 Serious	**Aircraft Fire:**	On-ground
Ground Injuries:	N/A	**Aircraft Explosion:**	None
Total Injuries:	1 Serious, 1 Minor	**Latitude, Longitude:**	27.395555,-82.554443

Administrative Information

Investigator In Charge (IIC):	Monville, Timothy
Additional Participating Persons:	Stephen G Hull; FAA Flight Standards District Office; Tampa, FL
Original Publish Date:	September 14, 2007
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=65594