Aviation Investigation Final Report

Location:	Corona, California	**Accident Number:**	WPR14LA123
Date & Time:	February 25, 2014, 12:30 Local	**Registration:**	N1040L
Aircraft:	Lake LA 4 200	**Aircraft Damage:**	Substantial
Defining Event:	Loss of engine power (total)	**Injuries:**	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported that he intended to fly the airplane in the airport traffic pattern and perform several full-stop landings. During the engine run-up before the first takeoff, the engine ran roughly on the right magneto. The pilot leaned the fuel mixture, which resolved the problem. He then completed the pretakeoff checklist, and, subsequently, he took off in the airplane, completed the pattern, and made a full-stop landing. During the second takeoff, the pilot climbed the airplane to about 800 feet above ground level where the engine lost power. After turning the airplane back toward the airport, the pilot determined that the airplane would not reach the runway, so he maneuvered the airplane toward an open grassy area on the airport. During the landing, he side-loaded the left main landing gear, which subsequently collapsed. A postaccident test run of the airplane's engine revealed no evidence of mechanical malfunctions or failures that would have precluded normal operation. The reason for the loss of engine power could not be determined.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

The loss of engine power during initial climb for reasons that could not be determined because a postaccident examination of the engine did not reveal any anomalies that would have precluded normal operation.

Findings

Aircraft	(general) - Malfunction

Factual Information

History of Flight

Approach-VFR pattern downwind	Loss of engine power (total) (Defining event)
Emergency descent	Collision with terr/obj (non-CFIT)

On February 25, 2014, about 1230 Pacific standard time, a Lake LA-4-200 airplane, N1040L, sustained substantial damage during an emergency descent and landing at the Corona Airport (KAJO), Corona, California. The airplane was owned and being operated by the pilot as a visual flight rules (VFR), personal local flight, under the provisions of 14 Code of Federal Regulations Part 91. The solo airline transport pilot was not injured. Visual meteorological conditions prevailed at the time of the accident, and no flight plan was filed for the local area flight.

During a telephone conversation with the National Transportation Safety Board investigator-in-charge on February 25, the pilot said he had not flown the airplane for about 3 weeks. He stated that his intent was to fly the airplane in the airport traffic pattern, and perform several full stop landings. He said prior to takeoff during the run-up, the engine ran rough on the right magneto. After he leaned the mixture, the problem resolved itself, and he proceeded to complete the pre-takeoff checklist.

After the first takeoff and landing, he proceeded to take off again, climbed to about 800 feet above ground level, and the engine lost power. The pilot reported that he turned back toward the airport, but when he determined he would not make the runway he steered toward an open grassy area on the airport, and prepared the airplane for landing. During landing, he side-loaded the left main landing gear, which collapsed, resulting in substantial damage to the fuselage.

The pilot said prior to the flight, he had not had any mechanical problems with the airplane. He stated that he did not fuel the airplane prior to the flight, and believed that the tank had been one-quarter full.

On March 19, at the direction of the NTSB IIC, and under the supervision of an FAA air safety inspector, the accident airplane's engine was test run. The airplane was first inspected and found in suitable condition for an engine run. No fuel was added. The airplane has a single central main fuel tank. The tank is conical in shape with the taper at the bottom. The tank configuration results in no unusable fuel, and places the engine pickup and fuel sump drain at the lowest point in the tank. The engine was started per the airplane's checklist, and run with the electric auxiliary fuel pump in both the on and off position. No mechanical anomalies were found during the engine run.

Pilot Information

Certificate:	Airline transport	**Age:**	64
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land	**Seat Occupied:**	Left
Other Aircraft Rating(s):	None	**Restraint Used:**	3-point
Instrument Rating(s):	Airplane	**Second Pilot Present:**	No
Instructor Rating(s):	None	**Toxicology Performed:**	No
Medical Certification:	Class 1 With waivers/limitations	**Last FAA Medical Exam:**	April 16, 2013
Occupational Pilot:	Yes	**Last Flight Review or Equivalent:**	January 14, 2011
Flight Time:	8281 hours (Total, all aircraft), 377 hours (Total, this make and model), 6113 hours (Pilot In Command, all aircraft), 2 hours (Last 90 days, all aircraft), 1 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Lake	**Registration:**	N1040L
Model/Series:	LA 4 200 200	**Aircraft Category:**	Airplane
Year of Manufacture:	1974	**Amateur Built:**	
Airworthiness Certificate:	Normal	**Serial Number:**	633
Landing Gear Type:	Retractable -	**Seats:**	4
Date/Type of Last Inspection:	June 1, 2013 Annual	**Certified Max Gross Wt.:**	2599 lbs
Time Since Last Inspection:		**Engines:**	1 Reciprocating
Airframe Total Time:	2573 Hrs as of last inspection	**Engine Manufacturer:**	Lycoming
ELT:	C91A installed, not activated	**Engine Model/Series:**	IO360-A1B
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:	KAJO,533 ft msl	**Distance from Accident Site:**	1 Nautical Miles
Observation Time:	12:20 Local	**Direction from Accident Site:**	
Lowest Cloud Condition:	Few	**Visibility**	10 miles
Lowest Ceiling:	None	**Visibility (RVR):**	
Wind Speed/Gusts:	/	**Turbulence Type Forecast/Actual:**	/
Wind Direction:		**Turbulence Severity Forecast/Actual:**	/
Altimeter Setting:		**Temperature/Dew Point:**	18°C
Precipitation and Obscuration:			
Departure Point:	Corona, CA (KAJO)	**Type of Flight Plan Filed:**	None
Destination:	Corona, CA (KAJO)	**Type of Clearance:**	None
Departure Time:	13:00 Local	**Type of Airspace:**	

Airport Information

Airport:	Corona KAJO	**Runway Surface Type:**	
Airport Elevation:	533 ft msl	**Runway Surface Condition:**	Rough
Runway Used:		**IFR Approach:**	None
Runway Length/Width:		**VFR Approach/Landing:**	Forced landing;Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	**Aircraft Damage:**	Substantial
Passenger Injuries:		**Aircraft Fire:**	None
Ground Injuries:	N/A	**Aircraft Explosion:**	None
Total Injuries:	1 None	**Latitude, Longitude:**	33.891944,-117.601387(est)

Administrative Information

Investigator In Charge (IIC):	Lewis, Lawrence
Additional Participating Persons:	Steve Groover; FAA; Riverside , CA
Original Publish Date:	November 3, 2014
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=88847