



Aviation Investigation Final Report

Location:	INT'L FALLS, Minnesota	Accident Number:	CHI95LA065
Date & Time:	January 4, 1995, 11:15 Local	Registration:	CFGDZ
Aircraft:	LAKE LA-4-200	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PILOT REPORTED THAT HE EXPERIENCED LOW OIL TEMPERATURE AND PRESSURE ABOUT TEN MINUTES AFTER TAKEOFF. HE TURNED AROUND TO RETURN TO INTERNATIONAL FALLS. ABOUT FIVE MINUTES LATER, THE ENGINE 'SHUDDERED' AND LOST POWER. HE EXECUTED A FORCED LANDING IN A SWAMPY AREA. INVESTIGATION REVEALED THE CRANKCASE BREATHER TUBE WAS SOLIDLY BLOCKED WITH ICE AND OIL WAS EXPELLED THROUGH THE FRONT SEAL. AN AIRWORTHINESS DIRECTIVE ADDRESSING THIS ISSUE HAD NOT BEEN COMPLIED WITH.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: engine oil exhaustion due to a frozen crankcase breather line and noncompliance with an airworthiness directive.

Findings

Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - MECH FAILURE/MALF
Phase of Operation: CRUISE - NORMAL

Findings

1. (C) FLUID,OIL - EXHAUSTION
2. (C) MAINTENANCE,COMPLIANCE WITH AD - NOT PERFORMED - UNKNOWN

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

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

Findings

3. OBJECT - TREE(S)

Factual Information

On January 4, 1995, about 1115 central standard time, a Lake LA- 4-200 airplane, CFGDZ, sustained substantial damage during a forced landing near International Falls, Minnesota. The solo commercial pilot reported no injuries. The personal flight originated about 1100 in International Falls and was conducted under 14 CFR Part 91. The planned destination was La Crosse, Wisconsin. A flight plan was not filed and visual meteorological conditions prevailed.

In his written statement, the pilot reported that he experienced low oil temperature and pressure about ten minutes after takeoff.

He turned around to return to International Falls. About five minutes later, the engine "shuddered" and lost power. He executed a forced landing in a swampy area. Small shrubs and trees were encountered which damaged the wings, lower rear fuselage, and horizontal stabilizer.

The pilot reported the crankcase breather tube was solidly blocked with ice and oil was expelled through the front seal.

Federal Aviation Administration (FAA) Airworthiness Directive 64- 17-05, was issued August 28, 1964 and was applicable to Lake LA- 4, LA-4A, and LA-4P airplanes. The directive specified a modification to the breather tube by the incorporation of a "whistle slot" to preclude loss of engine oil due to icing. FAA inspectors who examined the wreckage reported this type of modification was not incorporated on the accident airplane.

Pilot Information

Certificate:	Commercial; Foreign	Age:	53, Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land; Multi-engine sea	Seat Occupied:	Left
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	April 6, 1994
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	4500 hours (Total, all aircraft), 200 hours (Total, this make and model), 10 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	LAKE	Registration:	CFGDZ
Model/Series:	LA-4-200 LA-4-200	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	568
Landing Gear Type:	Retractable - Tricycle; Amphibian	Seats:	4
Date/Type of Last Inspection:	November 30, 1994 Annual	Certified Max Gross Wt.:	2600 lbs
Time Since Last Inspection:	1 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	750 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	IO-360
Registered Owner:	STUART PAGE LOTEN	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:	INL ,1185 ft msl	Distance from Accident Site:	8 Nautical Miles
Observation Time:	11:05 Local	Direction from Accident Site:	360°
Lowest Cloud Condition:	Clear	Visibility	15 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	250°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	-19°C / -18°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:	LA CROSSE , WI (LSE)	Type of Clearance:	VFR
Departure Time:	11:00 Local	Type of Airspace:	Class E

Airport Information

Airport:		Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Forced landing

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:	48.579326,-93.399627(est)

Administrative Information

Investigator In Charge (IIC):	Robbins, Wesley
Additional Participating Persons:	ROBERT B TURNER; MINNEAPOLIS , MN
Original Publish Date:	August 23, 1995
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=9819

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