



National Transportation Safety Board Aviation Accident Final Report

Location:	WILLOW, AK	Accident Number:	ANC01LA141
Date & Time:	09/01/2001, 1530 AKD	Registration:	N24KJ
Aircraft:	JACOBS KE-1-A	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The private certificated pilot departed on a personal cross-country flight in a float-equipped experimental/homebuilt airplane. The airplane was one of two airplanes headed for a remote lake. The pilot said that during cruise flight about 2,300 feet msl, the engine lost power, decreasing from 2,350 to about 1,500 RPM. She activated the engine boost pump, and the engine RPM increased, but then decreased again. The pilot said she made several attempts to regain engine RPM by the use of the boost pump and engine throttle, but the engine quit. The pilot selected a small lake for an emergency landing, but the airplane touched down in an area of soft, swampy terrain, about 50 yards short of the lake. During the landing roll, the left wing collided with a tree, sustaining damage to the wing spar.

During repairs of the airplane, the operator reported that no mechanical malfunction was 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 during cruise flight for an underdetermined reason.

Findings

Occurrence #1: LOSS OF ENGINE POWER

Phase of Operation: CRUISE

Findings

1. (C) REASON FOR OCCURRENCE UNDETERMINED

Occurrence #2: FORCED LANDING

Phase of Operation: EMERGENCY DESCENT/LANDING

Occurrence #3: ON GROUND/WATER COLLISION WITH OBJECT

Phase of Operation: EMERGENCY DESCENT/LANDING

Findings

2. OBJECT - TREE(S)

Factual Information

On September 1, 2001, about 1530 Alaska daylight time, a float-equipped experimental/homebuilt Jacobs KE-1-A airplane, N24KJ, sustained substantial damage during a forced landing, about 4.4 miles north of Willow, Alaska. The airplane was being operated as a visual flight rules (VFR) cross-country personal flight when the accident occurred. The airplane was operated by the pilot. The private certificated pilot, the sole occupant, was not injured. Visual meteorological conditions prevailed. The flight originated at the Lake Hood Seaplane Base, Anchorage, Alaska, at 1500.

During a telephone conversation with the National Transportation Safety Board (NTSB) investigator-in-charge (IIC), on September 6, 2001, the pilot reported that the accident airplane was one of two airplanes flying from Lake Hood to Stephan Lake, located about 30 miles northeast of Talkeetna, Alaska. The pilot said that during cruise flight about 2,300 feet msl, the engine lost power, decreasing from 2,350 to about 1,500 RPM. She activated the engine boost pump, and the engine RPM increased, but then decreased again. The pilot said she made several attempts to regain engine RPM by the use of the boost pump and engine throttle, but the engine quit. The pilot selected a small lake for an emergency landing, but the airplane touched down in an area of soft, swampy terrain, about 50 yards short of the lake. During the landing roll, the left wing collided with a tree, sustaining damage to the wing spar.

On March 7, 2002, in a telephone conversation with the NTSB IIC, the owner/operator of the airplane reported that following recovery of the airplane, it underwent repairs. During the repair, the operator said that no mechanical malfunction was found.

Pilot Information

Certificate:	Private	Age:	47, Female
Airplane Rating(s):	Single-engine Land; Single-engine Sea	Seat Occupied:	Front
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	10/09/2000
Occupational Pilot:		Last Flight Review or Equivalent:	05/22/2001
Flight Time:	495 hours (Total, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	JACOBS	Registration:	N24KJ
Model/Series:	KE-1-A	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	Yes
Airworthiness Certificate:	Experimental	Serial Number:	KE1A1
Landing Gear Type:	Float	Seats:	2
Date/Type of Last Inspection:	05/16/2001, Annual	Certified Max Gross Wt.:	
Time Since Last Inspection:	20 Hours	Engines:	1 Reciprocating
Airframe Total Time:	2903 Hours at time of accident	Engine Manufacturer:	Continental
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	IO-346
Registered Owner:	KARL S. JOHNSTONE	Rated Power:	165 hp
Operator:	VALERIE A. VAN BROCKLIN	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Thin Overcast	Visibility	30 Miles
Lowest Ceiling:	Overcast / 6000 ft agl	Visibility (RVR):	
Wind Speed/Gusts:	Calm /	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.25 inches Hg	Temperature/Dew Point:	16° C
Precipitation and Obscuration:			
Departure Point:	ANCHORAGE, AK (PALH)	Type of Flight Plan Filed:	None
Destination:	STEPHAN LAKE, AK	Type of Clearance:	None
Departure Time:	1500 ADT	Type of Airspace:	Class G

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	61.808333, -149.966667

Administrative Information

Investigator In Charge (IIC): SCOTT ERICKSON **Report Date:** 06/03/2002

Additional Participating Persons: JAY BURTON; FAA-AL-ANC FSDO 03; ANCHORAGE, AK

Publish Date:

Investigation Docket: NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at pubinq@ntsb.gov, or at 800-877-6799. Dockets released after this date are available at <http://dms.nts.gov/pubdms/>.

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The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).