



National Transportation Safety Board Aviation Accident Factual Report

Location:	Los Angeles, CA	Accident Number:	LAX07CA120
Date & Time:	04/02/2007, 1729 PDT	Registration:	N320
Aircraft:	Carpenter Lancair 320	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None

Flight Conducted Under: Part 91: General Aviation - Personal

On April 2, 2007, at 1729 Pacific daylight time, an experimental amateur built Carpenter Lancair 320, N320, experienced a partial loss of engine power on takeoff and made a forced landing on runway 12 at Whiteman Airport (WHP), Los Angeles, California. The airplane sustained substantial damage. The pilot/owner/builder, the sole occupant, was not injured. Visual meteorological conditions prevailed for the local area flight, and no flight plan had been filed. The flight was originating at the time.

A Federal Aviation Administration (FAA) airworthiness inspector interviewed the pilot. Shortly after takeoff, abeam the tower at 100 feet agl, he felt a "jolt/engine burp" followed by a partial loss of engine power. He "backed off" the power, and landed on the remaining runway. The pilot reported that he had retracted the landing gear prior to the loss of power, and was not able to lower the landing gear prior to touchdown. The airplane contacted the runway, slid down the remaining runway, and came to a stop after impacting the airport perimeter fence.

An FAA airworthiness inspector examined the airframe and engine. He removed the fuel injectors and noted debris in the number 2 fuel injector. He was not able to identify the debris, but indicated that it disintegrated when he touched it. A visual inspection of the cylinders revealed that the number 2 cylinder walls were white in appearance, akin to a lean running condition. The other cylinder walls were darker in appearance. He established mechanical and valve train continuity through manual rotation of the engine.

The pilot/owner/builder also held a repairman experimental aircraft builder certificate for the accident airplane. According to the engine logbook, the last condition inspection had been completed on February 2, 2007. A differential compression check was conducted with no anomalies noted, and new spark plugs were installed. On March 12, 2007, the number 4 cylinder was removed for inspection of the intake valve. The pilot/owner replaced the "rings," reinstalled the cylinder on the engine, and tested it for leaks. He noted no discrepancies.

According to the Airport Facility Directory, runway 12 at Whiteman Airport was 4,120 feet long by 75 feet wide. The airport tower was located midfield.

Pilot Information

Certificate:	Private	Age:	51, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
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	Last FAA Medical Exam:	05/01/2005
Occupational Pilot:		Last Flight Review or Equivalent:	10/01/2005
Flight Time:	1380 hours (Total, all aircraft), 100 hours (Total, this make and model), 30 hours (Last 90 days, all aircraft), 15 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Carpenter	Registration:	N320
Model/Series:	Lancair 320	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	Yes
Airworthiness Certificate:	Experimental	Serial Number:	504-320-242FB
Landing Gear Type:	Retractable - Tricycle	Seats:	2
Date/Type of Last Inspection:	02/01/2007, Condition	Certified Max Gross Wt.:	2200 lbs
Time Since Last Inspection:	20.3 Hours	Engines:	1 Reciprocating
Airframe Total Time:	521.3 Hours as of last inspection	Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	IO-360-A2B
Registered Owner:	Jon J. Carpenter	Rated Power:	200 hp
Operator:	Jon J. Carpenter	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	BUR, 778 ft msl	Distance from Accident Site:	4 Nautical Miles
Observation Time:	1753 PDT	Direction from Accident Site:	140°
Lowest Cloud Condition:	Clear	Visibility	10 Miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	140°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.99 inches Hg	Temperature/Dew Point:	20° C / 10° C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Los Angeles, CA (WHP)	Type of Flight Plan Filed:	None
Destination:	Los Angeles, CA (WHP)	Type of Clearance:	VFR
Departure Time:	1729 PDT	Type of Airspace:	

Airport Information

Airport:	WHITEMAN (WHP)	Runway Surface Type:	Asphalt
Airport Elevation:	1003 ft	Runway Surface Condition:	Dry
Runway Used:	12	IFR Approach:	None
Runway Length/Width:	4120 ft / 75 ft	VFR Approach/Landing:	Forced Landing

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:	34.265556, -118.400000

Administrative Information

Investigator In Charge (IIC):	Tealeye C Cornejo
Additional Participating Persons:	Homayoun Jandaghi; Federal Aviation Administration; Van Nuys, CA
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
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/ .