



# National Transportation Safety Board Aviation Accident Data Summary

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<b>Location:</b>	Los Angeles, CA	<b>Accident Number:</b>	LAX07CA120
<b>Date &amp; Time:</b>	04/02/2007, 1729 PDT	<b>Registration:</b>	N320
<b>Aircraft:</b>	Carpenter Lancair 320	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## Analysis

The airplane collided with a fence during a rejected takeoff following a partial loss of engine power. The pilot reported that after the airplane lifted off the ground, he retracted the landing gear. Just abeam the tower, he felt a "jolt/engine burp," and noted that he was about 100 feet above the ground. He reduced the power, but was not able to lower the landing gear prior to the airplane touching down on the remaining runway. The airplane slid down the runway, and came to a stop after impacting the airport perimeter fence. A Federal Aviation Administration airworthiness inspector examined the engine following the accident and noted that the number 2 fuel injection nozzle was clogged with unidentified debris that would crumble when touched. Inspection of the number 2 cylinder combustion chamber revealed a white coloration on the cylinder walls consistent with a lean fuel condition. No anomalies were noted with the remaining fuel injection nozzles and the other cylinders' combustion chambers.

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: contamination of the number 2 fuel injector nozzle that lead to a partial loss of engine power.

## Findings

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

### Findings

1. (C) FUEL SYSTEM,NOZZLE - OBSTRUCTED  
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Occurrence #2: FORCED LANDING  
Phase of Operation: DESCENT - EMERGENCY  
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Occurrence #3: ON GROUND/WATER COLLISION WITH OBJECT  
Phase of Operation: EMERGENCY LANDING AFTER TAKEOFF

### Findings

2. OBJECT - FENCE

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	51
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Instrument Rating(s):</b>	None
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	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

<b>Aircraft Make:</b>	Carpenter	<b>Registration:</b>	N320
<b>Model/Series:</b>	Lancair 320	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	Jon J. Carpenter	<b>Engine Manufacturer:</b>	Lycoming
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	IO-360-A2B
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	BUR, 778 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	None	<b>Wind Speed/Gusts, Direction:</b>	6 knots / , 140°
<b>Temperature:</b>	20°C	<b>Visibility</b>	10 Miles
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Los Angeles, CA (WHP)	<b>Destination:</b>	Los Angeles, CA (WHP)

## Airport Information

<b>Airport:</b>	WHITEMAN (WHP)	<b>Runway Surface Type:</b>	Asphalt
<b>Runway Used:</b>	12	<b>Runway Surface Condition:</b>	Dry
<b>Runway Length/Width:</b>	4120 ft / 75 ft		

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	N/A	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Latitude, Longitude:</b>	34.265556, -118.400000		

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Tealeye C Cornejo	<b>Adopted Date:</b>	06/27/2007
<b>Note:</b>	This accident report documents the factual circumstances of this accident as described to the NTSB.		
<b>Investigation Docket:</b>	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 <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

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