

Donald G. Torrini
[REDACTED]
Edwardsville, IL 62025

February 22, 2022

Re: Off airport landing, N5042K on 2/20/2022

On February 20, 2022, Al Meinen, PIC, Joe Garrett, who was observing training in preparation for his future training in the L17 and I, CFI. were conducting final initial training for Al in the L17, N5042K. We stayed just east of ALN to check the landing gear system, because on the previous flight, the gear seemed slow to retract. After checking the function of the gear retraction, which was satisfactory, we proceeded east at 3000 feet to complete air work. All went well and we went to VLA for a landing and takeoff. We proceeded back to ALN at 3000 feet. Midway back to ALN I noticed that the MAP/Fuel Flow gauge indicated that the fuel flow needle advanced past the red line into the MAP side of the gauge. The engine was running rough, I tried to lean the mixture with no response. The power lever had no response. I assumed that the fuel control unit had a mechanical issue.

We knew that we could not reach ALN or 3LF. I had Al to select a field and cautioned him to stay clear of power lines and not to attempt a landing on roads because of power line post. all fields were plowed and muddy. Al did a good job selecting his field and lowered the landing gear. We were low and could not head directly into the wind and approached with a down wind component. As we turned final for the area the engine was producing about 500/600 RPM. During the flare to touch down the engine shut down.

As soon as the main gear touched down the main gear sunk into muddy field and the nose gear sunk and we were along to ride. The aircraft came to a stop and after Al shut everything off, we exited the aircraft. No one was injured.

Al called the ALN tower by telephone and gave our position and that no was injured.

This was Al's final training flight in the L17, he did very well with the training and I certified him accordingly.

Donald G. Torrini, ATP, CFIIASM, [REDACTED]. A&P [REDACTED]
[REDACTED]

From: [REDACTED]
To: [REDACTED]
Subject: RE: CEN22LA128 (N5042K) - Accident Update
Date: Thursday, March 10, 2022 10:37:36 AM

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Here is the additional info you have requested:

Preflight- aux tank was 18 gallons
main tanks 22 gallons

Fuel was purchased at KALN- West Star Aviation East Alton, IL

Departed on main tanks; switched to auxiliary tank when we noticed engine running rough when no change in performance was gained- then switched back to main for landing.

From: "Hodges Michael"
To: "[REDACTED]"
Cc: Klarann (FAA)", Louie (FAA)"
Sent: Wednesday March 9 2022 3:27:10PM
Subject: CEN22LA128 (N5042K) - Accident Update

Hi Al,

I hope you are doing well sir.

Just wanted to give you a quick update about the accident with N5042K.

The FAA will be going out here in the future to examine the airframe and engine. In the meantime, please do not take apart the airplane or do any repairs at this time. Please consider the airplane to be under quarantine until further notice.

Please keep all of the airplane maintenance records under quarantine also, as the FAA is going to want to look at and document these records.

Also, when able, can I please request an additional typed statement from you about fuel:

1. Preflight (what each fuel tank was filled to, what each fuel tank looked like on the preflight, where did you get your last fill up of fuel from?).
2. Inflight fuel management (what fuel tank was used for the takeoff, were the fuel tanks switched in flight?, what fuel tank was selected right before the engine had issues?).
3. Emergency (did you switch any fuel tanks during this process?).

Thank you again for the help. Have a good week.

Mike

Mike J. Hodges, MS, CHP

Air Safety Investigator

National Transportation Safety Board

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Denver, Colorado 80239-2793

Cellular/SMS: [REDACTED]

Facsimile: [REDACTED]

Response Operations Center (24/7): 1-844-373-9922

Work Hours: Monday-Friday, 0900-1730 Mountain Time

“We always need to prepare ourselves for handling the unexpected.” – Neil A. Armstrong

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