
SCHMIDT AVIATION INC.

Oct 23, 2020

National Transportation Safety Board
Mr Pete Wentz

Federal Aviation Administration
Mr Jimmey Mygatt

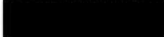
Ref: Lake LA-4-200, S/N 956, N2994P investigation report.

On Friday October 23rd, 2020 I had access to the above aircraft remains to review in order to hopefully determine the cause of a fire that occurred after the aircraft had landed and was taxing back to the ramp. I was also able to review the last annual inspection log book entries, a video from a Go-Pro that was attached to the aircraft and speak to Jimmey Mygatt of the F.A.A. who interviewed the owner/pilot.

After examining the evidence, the post flight fire was a fuel feed fire that most likely started in the engine pylon area and burned both upwards toward the engine and downwards into the fuselage area. In the engine pylon is a header fuel tank and an electric fuel boost pump. The electric fuel boost pump has overboard drain hose that leaks fuel overboard in the event of the fuel pump or fuel pump seals going bad.



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Photograph provided by the Schmidt Aviation Inc.



Photograph 1 – Accident airplane - Fuel Pump.



Photograph 2 – Accident airplane - Fuel Pump disassembled.



Photograph 3 – Accident airplane – Fuel line.

TOTAL TIME SINCE OVERHAUL	TACH OR RECORDING METER TIME	DESCRIPTION OF WORK PERFORMED - SIGNATURE & CERTIFICATE NO. OF PERSON PERFORMING WORK
		Page No.
		TOTALS brought forward from previous page
0.0	3106.7	INSTALLED ON LAKE LA 4-100 SN 956 N1994P WITH NEW ENGINE MOUNTS PN 94150-01, BOLTS, NUTS AND WASHERS. REPLACED OIL COOLER AND FUEL FLEX HOSES. SERVED WITH ACROSHOCK 100 MINERAL OIL FOR DRATE-IN. NEW OIL FILTER 43110-2, AIR FILTER BA 7305. AND ENGINE AIR INTAKE SEAL. Model 10-360-A106 SN L-19973-51A GROUND RUN-UP NORMAL. I CERTIFY THIS ENGINE HAS BEEN INSPECTED YAPW AN ANNUAL INSPECTION AND DETERMINED TO BE IN AIRWORTHY CONDITION

Photograph 4 - Logbook entry.