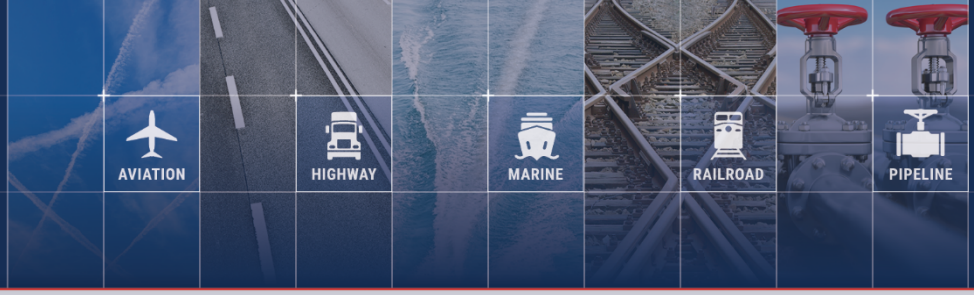

Aviation Investigation Factual Report

Location:	FOLSOM LAKE, California	**Accident Number:**	LAX96LA100
Date & Time:	December 27, 1995, 11:00 Local	**Registration:**	N5LY
Aircraft:	Lake LA-4-200	**Aircraft Damage:**	Substantial
Defining Event:		**Injuries:**	2 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Factual Information

On December 27, 1995, about 1100 hours Pacific standard time, a Lake LA-4-200 amphibian, N5LY, drug a wing in the water on takeoff from Folsom Lake near Folsom, California. The aircraft sustained substantial damage; however, neither the flight instructor nor his student were injured. The aircraft was being operated as an instructional flight by a private owner when the accident occurred. The flight originated in Sacramento, California, about 1030. Visual meteorological conditions prevailed at the time and no flight plan had been filed.

The instructor reported that his student was in the process of practicing a confined area takeoff. After the aircraft came up onto the step, the student initiated a turn toward the right when the aircraft began skidding to the outside of the turn. To compensate for this condition, the instructor applied right rudder, right aileron, and reduced the engine power to idle. As the power was reduced, the aircraft came down off the step and settled into the water. When this occurred the instructor saw the left wing tip descend below the surface of the water and he responded by adding full power and leveling the wings. As the wings were leveled and power added the aircraft accelerated and lifted off.

After becoming airborne the instructor observed skin damage to both sponsons. Satisfied that the aircraft was controllable in the air, but uncertain if the aircraft could be landed safely in the water due to the possibility of reduced buoyancy if the damage to the sponsons allowed them to take on water, the instructor decided to return to Natomas Field. Upon arrival at Natomas, the aircraft landed without further incident.

A postaccident maintenance inspection revealed damage to both under wing sponsons, the nose gear door, internal bulkheads, and skin on the left wing.

Pilot Information

Certificate:	Commercial; Flight instructor	**Age:**	29,Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land	**Seat Occupied:**	Right
Other Aircraft Rating(s):	None	**Restraint Used:**	
Instrument Rating(s):	Airplane	**Second Pilot Present:**	Yes
Instructor Rating(s):	Airplane single-engine	**Toxicology Performed:**	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	**Last FAA Medical Exam:**	April 1, 1995
Occupational Pilot:	Yes	**Last Flight Review or Equivalent:**	
Flight Time:	2500 hours (Total, all aircraft), 45 hours (Total, this make and model), 2350 hours (Pilot In Command, all aircraft), 100 hours (Last 90 days, all aircraft), 30 hours (Last 30 days, all aircraft), 7 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Lake	**Registration:**	N5LY
Model/Series:	LA-4-200 LA-4-200	**Aircraft Category:**	Unknown
Year of Manufacture:		**Amateur Built:**	
Airworthiness Certificate:	Normal	**Serial Number:**	474
Landing Gear Type:	Amphibian	**Seats:**	4
Date/Type of Last Inspection:	November 8, 1995 Annual	**Certified Max Gross Wt.:**	2600 lbs
Time Since Last Inspection:	65 Hrs	**Engines:**	1 Reciprocating
Airframe Total Time:		**Engine Manufacturer:**	Lycoming
ELT:	Installed, not activated	**Engine Model/Series:**	IO-360-A1B
Registered Owner:	WEST SEEGMILLER	**Rated Power:**	200 Horsepower
Operator:	VLADIMIR ZERAVICA	**Operating Certificate(s) Held:**	None
Operator Does Business As:		**Operator Designator Code:**	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	**Condition of Light:**	Day
Observation Facility, Elevation:	MCC ,466 ft msl	**Distance from Accident Site:**	17 Nautical Miles
Observation Time:	10:55 Local	**Direction from Accident Site:**	240°
Lowest Cloud Condition:	Scattered / 10000 ft AGL	**Visibility**	7 miles
Lowest Ceiling:	None	**Visibility (RVR):**	
Wind Speed/Gusts:	3 knots / None	**Turbulence Type Forecast/Actual:**	/
Wind Direction:	180°	**Turbulence Severity Forecast/Actual:**	/
Altimeter Setting:	30 inches Hg	**Temperature/Dew Point:**	14°C / 6°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	SACRAMENTO (Q96)	**Type of Flight Plan Filed:**	None
Destination:		**Type of Clearance:**	None
Departure Time:	10:30 Local	**Type of Airspace:**	Class G

Airport Information

Airport:	FOLSOM LAKE	**Runway Surface Type:**	Water
Airport Elevation:	466 ft msl	**Runway Surface Condition:**	Water-calm
Runway Used:	0	**IFR Approach:**	
Runway Length/Width:		**VFR Approach/Landing:**	

Wreckage and Impact Information

Crew Injuries:	2 None	**Aircraft Damage:**	Substantial
Passenger Injuries:		**Aircraft Fire:**	None
Ground Injuries:	N/A	**Aircraft Explosion:**	None
Total Injuries:	2 None	**Latitude, Longitude:**	38.66996,-121.140632(est)

Administrative Information

Investigator In Charge (IIC):	Crispin, Robert
Additional Participating Persons:	JOHN HANCOCK; SACRAMENTO , CA
Report Date:	August 14, 1996
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=29368