



Aviation Investigation Final Report

Location:	Anchorage, Alaska	Accident Number:	ANC22LA062
Date & Time:	July 27, 2022, 17:00 Local	Registration:	N6165V
Aircraft:	CONSOLIDATED AERONAUTICS INC. LAKE LA-4-200	Aircraft Damage:	Substantial
Defining Event:	Runway excursion	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported that, he was conducting touch-and-go landings in gusty crosswind conditions. After touchdown and during the landing rollout, the airplane encountered a strong wind gust and veered to the right. He attempted to correct for the veer to no avail. The airplane subsequently exited the runway and impacted weather reporting equipment located on the airport, which resulted in substantial damage to the right wing. The pilot reported that there were no preaccident mechanical failures or malfunctions with the airplane that would have precluded normal operation.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

The pilot’s failure to maintain directional control during the landing rollout in crosswind conditions, which resulted in a runway excursion and impact with equipment.

Findings

Aircraft	Directional control - Not attained/maintained
Personnel issues	Aircraft control - Pilot
Environmental issues	Gusts - Response/compensation

Factual Information

History of Flight

Landing	Runway excursion (Defining event)
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Pilot Information

Certificate:	Private	Age:	86, Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land; Multi-engine sea	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	4-point
Instrument Rating(s):	Airplane	Second Pilot Present:	
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 3 With waivers/limitations	Last FAA Medical Exam:	November 3, 2021
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	3535 hours (Total, all aircraft), 1706 hours (Total, this make and model), 3535 hours (Pilot In Command, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CONSOLIDATED AERONAUTICS INC.	Registration:	N6165V
Model/Series:	LAKE LA-4-200	Aircraft Category:	Airplane
Year of Manufacture:	1977	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	818
Landing Gear Type:	Retractable - Tricycle; Amphibian	Seats:	4
Date/Type of Last Inspection:	May 17, 2022 Annual	Certified Max Gross Wt.:	2600 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	828 Hrs at time of accident	Engine Manufacturer:	LYCOMING
ELT:	C126 installed, activated, did not aid in locating accident	Engine Model/Series:	IO-360
Registered Owner:	PARKS COLBY R	Rated Power:	200 Horsepower
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	PAMR, 126 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	17:53 Local	Direction from Accident Site:	270°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	270°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.08 inches Hg	Temperature/Dew Point:	21°C / 7°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Anchorage, AK	Type of Flight Plan Filed:	None
Destination:	Anchorage, AK	Type of Clearance:	None
Departure Time:		Type of Airspace:	Class D

Airport Information

Airport:	MERRILL FLD MRI	Runway Surface Type:	Asphalt
Airport Elevation:	137 ft msl	Runway Surface Condition:	Dry
Runway Used:	25	IFR Approach:	None
Runway Length/Width:	4000 ft / 100 ft	VFR Approach/Landing:	Stop and go;Touch and go

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	61.215943,-149.84172

Administrative Information

Investigator In Charge (IIC):	Banning, David
Additional Participating Persons:	David Longan ; Federal Aviation Administration ; Juneau, AK
Original Publish Date:	December 2, 2022
Last Revision Date:	
Investigation Class:	Class 4
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=105601

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).