



# Aviation Investigation Final Report

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<b>Location:</b>	Lodi, California	<b>Accident Number:</b>	WPR22LA327
<b>Date &amp; Time:</b>	June 22, 2022, 13:00 Local	<b>Registration:</b>	N6150V
<b>Aircraft:</b>	CONSOLIDATED AERONAUTICS INC. LAKE LA-4-200	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Landing gear not configured	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

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## Analysis

The pilot in the amphibious airplane reported that, he was going to land on the runway. During the approach he slowed too much, and the airplane bounced during the landing. The pilot elected to go around but retracted the landing gear before applying power. The airplane subsequently settled to the runway with the landing gear retracted. The keel of the amphibious airplane was substantially damaged. The pilot reported that there were no preaccident mechanical malfunctions or failures 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 premature retraction of the landing gear during a go-around, which resulted in a gear up landing.

## Findings

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Personnel issues	(general) - Pilot
Personnel issues	Incorrect action sequence - Pilot

## Factual Information

### History of Flight

<b>Landing-aborted after touchdown</b>	Attempted remediation/recovery
<b>Landing-aborted after touchdown</b>	Landing gear not configured (Defining event)

### Pilot Information

<b>Certificate:</b>	Commercial; Flight instructor	<b>Age:</b>	47, Male
<b>Airplane Rating(s):</b>	Single-engine land; Single-engine sea; Multi-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	Glider	<b>Restraint Used:</b>	3-point
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	Airplane single-engine	<b>Toxicology Performed:</b>	
<b>Medical Certification:</b>	Class 3 With waivers/limitations	<b>Last FAA Medical Exam:</b>	December 17, 2020
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	May 24, 2021
<b>Flight Time:</b>	1261 hours (Total, all aircraft), 7 hours (Total, this make and model), 1040 hours (Pilot In Command, all aircraft), 34 hours (Last 90 days, all aircraft), 15 hours (Last 30 days, all aircraft), 0 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CONSOLIDATED AERONAUTICS INC.	<b>Registration:</b>	N6150V
<b>Model/Series:</b>	LAKE LA-4-200	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>	1976	<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	804
<b>Landing Gear Type:</b>	Retractable - Tricycle; Amphibian	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	June 22, 2022 Annual	<b>Certified Max Gross Wt.:</b>	
<b>Time Since Last Inspection:</b>	1 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	1000 Hrs at time of accident	<b>Engine Manufacturer:</b>	Lycoming
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	I0360
<b>Registered Owner:</b>	SEAPLANE ADVENTURES LLC	<b>Rated Power:</b>	200 Horsepower
<b>Operator:</b>	CFI Academy	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>		<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>		<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	/	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>		<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	29.85 inches Hg	<b>Temperature/Dew Point:</b>	33.3°C / 11.7°C
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	Lodi, CA	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Lodi, CA	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>		<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	LODI 103	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	59 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	26	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	3547 ft / 40 ft	<b>VFR Approach/Landing:</b>	Go around

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>		<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 None	<b>Latitude, Longitude:</b>	38.202442,-121.26914(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Baker, Daniel
<b>Additional Participating Persons:</b>	Juana Rabaino-Dole; Federal Aviation Administration; Oakland, CA
<b>Original Publish Date:</b>	December 2, 2022
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class 4</a>
<b>Note:</b>	The NTSB did not travel to the scene of this accident.
<b>Investigation Docket:</b>	<a href="https://data.ntsb.gov/Docket?ProjectID=105838">https://data.ntsb.gov/Docket?ProjectID=105838</a>

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](#).