



# Aviation Investigation Final Report

<b>Location:</b>	HAVE DE GRACE, Maryland	<b>Accident Number:</b>	BF090LA040
<b>Date &amp; Time:</b>	April 28, 1990, 10:00 Local	<b>Registration:</b>	N1086L
<b>Aircraft:</b>	LAKE LA-4-200	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	3 None
<b>Flight Conducted Under:</b>	Part 91: General aviation		

## Analysis

AFTER LEAVING THE DOCK, THE PILOT STATED THAT HE CHECKED FOR BOAT TRAFFIC IN THE AREA THAT HE WAS GOING TO USE FOR TAKEOFF. HE NOTED THAT MOST OF THE BOATS WERE IN THE 20 FOOT RANGE AND WERE TAVELING IN A NORTH/SOUTH DIRECTION. ABOUT 3 SECONDS INTO HIS TAKEOFF HE OBSERVED A WAKE OF WATER TRAVELING EAST/WEST AND ELECTED TO ABORT THE TAKEOFF. THE AIRCRAFT COLLIDED WITH THE WAKE ABOUT THE TIME IT COMBINED WITH ANOTHER WAKE TRAVELING NORTH/SOUTH WHICH RESULTED IN SUBSTANTIALLY DAMAGING THE A/C.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT FAILED TO MAINTAIN DIRECTIONAL CONTROL, AND USED EXCESSIVE BRAKING TRYING TO REGAIN CONTROL.

## Findings

Occurrence #1: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER  
Phase of Operation: TAKEOFF - ABORTED

### Findings

1. TERRAIN CONDITION - WATER,ROUGH
2. (C) ABORTED TAKEOFF - DELAYED - PILOT IN COMMAND



## Factual Information

### Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	64, Male
<b>Airplane Rating(s):</b>	Single-engine sea	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 Valid Medical-w/ waivers/lim	<b>Last FAA Medical Exam:</b>	
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	1055 hours (Total, all aircraft), 393 hours (Total, this make and model)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	LAKE	<b>Registration:</b>	N1086L
<b>Model/Series:</b>	LA-4-200 LA-4-200	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Utility	<b>Serial Number:</b>	679
<b>Landing Gear Type:</b>	Retractable - Tricycle; Amphibian	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	August 7, 1989 Annual	<b>Certified Max Gross Wt.:</b>	2600 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	1116 Hrs	<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	IO-360-A1B
<b>Registered Owner:</b>	SEAWIND AIRWAYS, INC	<b>Rated Power:</b>	200 Horsepower
<b>Operator:</b>	SEAWIND AIRWAYS, INC.	<b>Operating Certificate(s) Held:</b>	None
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	BWI ,146 ft msl	<b>Distance from Accident Site:</b>	41 Nautical Miles
<b>Observation Time:</b>	10:00 Local	<b>Direction from Accident Site:</b>	237°
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	4 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	4 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	160°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	29 inches Hg	<b>Temperature/Dew Point:</b>	26°C / 18°C
<b>Precipitation and Obscuration:</b>	N/A - None - Haze		
<b>Departure Point:</b>		<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>		<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	10:00 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	HAVRE DE GRACE SEA PLANE	<b>Runway Surface Type:</b>	Water
<b>Airport Elevation:</b>		<b>Runway Surface Condition:</b>	Water-choppy
<b>Runway Used:</b>	18	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	8000 ft / 500 ft	<b>VFR Approach/Landing:</b>	None

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	2 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	3 None	<b>Latitude, Longitude:</b>	39.539577,-76.09085(est)

## Administrative Information

**Investigator In Charge (IIC):** Dickinson, Alfred

**Additional Participating Persons:**

**Original Publish Date:** September 21, 1992

**Last Revision Date:**

**Investigation Class:** [Class](#)

**Note:**

**Investigation Docket:** <https://data.nts.gov/Docket?ProjectID=11589>

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](#).