



Aviation Investigation Final Report

Location:	HART, Michigan	Accident Number:	CHI85LA263
Date & Time:	June 29, 1985, 13:00 Local	Registration:	N516L
Aircraft:	LAKE LA-4-200	Aircraft Damage:	Substantial
Defining Event:		Injuries:	3 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

DURING A LAKE TAKEOFF AT NEAR LIFT OFF SPEED THE PLT STATED THE ACFT STRUCK A SUBMERGED LOG AND BECAME AIRBORNE AT A LOW AIRSPEED. THE ACFT THEN DROPPED BACK TO THE LAKE SURFACE, THE RIGHT WING FLOAT DUG IN THE WATER AND SEPARATED THE FLOAT FROM THE WING. THE STRESS ALSO CAUSED PARTIAL WING SEPARATION AT THE WING ROOT. LOSS OF THE FLOAT RESULTED IN THE ACFT ROLLING INVERTED.

Probable Cause and Findings

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

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: TAKEOFF - ROLL/RUN

Findings

1. (C) OBJECT - SUBMERGED OBJECT
 2. (F) LIFT-OFF - PREMATURE - PILOT IN COMMAND
 3. (F) STALL - UNCONTROLLED - PILOT IN COMMAND
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Occurrence #2: DRAGGED WING, ROTOR, POD, FLOAT OR TAIL/SKID

Phase of Operation: DESCENT - UNCONTROLLED

Findings

4. (C) LANDING GEAR, FLOAT ASSEMBLY - SEPARATION

Occurrence #3: ROLL OVER

Phase of Operation: DESCENT - UNCONTROLLED

Factual Information

Pilot Information

Certificate:	Commercial	Age:	46, Male
Airplane Rating(s):	Single-engine land; Single-engine sea	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	November 14, 1984
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	799 hours (Total, all aircraft), 66 hours (Total, this make and model), 591 hours (Pilot In Command, all aircraft), 40 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	LAKE	Registration:	N516L
Model/Series:	LA-4-200 LA-4-200	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	538
Landing Gear Type:	Retractable - Tricycle; Amphibian; Hull	Seats:	4
Date/Type of Last Inspection:	December 2, 1984 Annual	Certified Max Gross Wt.:	2600 lbs
Time Since Last Inspection:	53 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1115 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	IO-360-A1B
Registered Owner:		Rated Power:	200 Horsepower
Operator:	RAYMOND GARRITANO	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:	MKG ,628 ft msl	Distance from Accident Site:	45 Nautical Miles
Observation Time:	13:47 Local	Direction from Accident Site:	170°
Lowest Cloud Condition:	Scattered / 12000 ft AGL	Visibility	15 miles
Lowest Ceiling:	Overcast / 20000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	270°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	24°C / 12°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	13:00 Local	Type of Airspace:	Class G

Airport Information

Airport:		Runway Surface Type:	
Airport Elevation:	10 ft msl	Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:	0 ft / 0 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	2 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	3 None	Latitude, Longitude:	43.689418,-86.36058(est)

Administrative Information

Investigator In Charge (IIC): Mc avoy, Edward

Additional Participating Persons: R. MCELROY; GRAND RAPIDS , MI

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.ntsb.gov/Docket?ProjectID=13118>

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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](#).