



Aviation Investigation Final Report

Location:	PONTIAC, Michigan	Accident Number:	CHI92LA253
Date & Time:	August 13, 1992, 18:00 Local	Registration:	N8WW
Aircraft:	LAKE LA-4	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

IN THE FLARE FOR A WATER LANDING, A DUAL STUDENT INITIATED A TURN AT THE INSTRUCTORS INSTANCE TO AVOID A BOAT NEAR THEIR LANDING PATH. THE AIRPLANE LANDED WITH SIDE LOADING AND SHED ITS LEFT SPONSON.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE INSTRUCTOR PILOT'S DIRECTING A TURN TO CHANGE HEADING IN THE FLARE.

Findings

Occurrence #1: ABRUPT MANEUVER
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

1. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - WATER
 2. FLARE - INITIATED - DUAL STUDENT
 3. OBJECT - OTHER PERSON
 4. (F) VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND(CFI)
 5. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND(CFI)
 6. (C) MANEUVER - INITIATED - PILOT IN COMMAND(CFI)
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Occurrence #2: OTHER GEAR COLLAPSED
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

7. LANDING GEAR,FLOAT ASSEMBLY - OVERLOAD
8. PROPER ALIGNMENT - EXCEEDED - DUAL STUDENT

Factual Information

Pilot Information

Certificate:	Commercial; Flight instructor	Age:	Male
Airplane Rating(s):	Single-engine land; Single-engine sea	Seat Occupied:	Right
Other Aircraft Rating(s):	Glider	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane single-engine; Glider; Instrument airplane	Toxicology Performed:	No
Medical Certification:	Unknown Unknown	Last FAA Medical Exam:	
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:			

Aircraft and Owner/Operator Information

Aircraft Make:	LAKE	Registration:	N8WW
Model/Series:	LA-4 LA-4	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	379
Landing Gear Type:	Amphibian	Seats:	4
Date/Type of Last Inspection:	January 2, 2000 Unknown	Certified Max Gross Wt.:	2400 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	LYCOMING
ELT:		Engine Model/Series:	O-360-A1AA
Registered Owner:	HOWARD FIRED & THOMAS HENDREN	Rated Power:	180 Horsepower
Operator:	HOWARD FIRED & THOMAS HENDREN	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:	PTK ,980 ft msl	Distance from Accident Site:	3 Nautical Miles
Observation Time:	17:45 Local	Direction from Accident Site:	315°
Lowest Cloud Condition:	Unknown	Visibility	10 miles
Lowest Ceiling:	Broken / 4500 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	12 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	60°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	17°C / 12°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	PONTIAC , MI (PTK)	Type of Flight Plan Filed:	None
Destination:	PONTIAC , MI (PTK)	Type of Clearance:	None
Departure Time:	00:00 Local	Type of Airspace:	Class G

Airport Information

Airport:	ELIZABETH LAKE NONE	Runway Surface Type:	Water
Airport Elevation:	950 ft msl	Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Full stop

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:	

Administrative Information

Investigator In Charge (IIC): Vallaster, J

Additional Participating Persons: DAVID G SUNDAY; DETROIT , MI
ROY L JOHNSON; DETROIT , MI
VINCENT J SCARPUZZA; DETROIT , MI

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Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=15529>

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](#).