



Aviation Investigation Final Report

Location:	LAKE GEORGE, New York	Accident Number:	NYC87LA229
Date & Time:	August 12, 1987, 14:30 Local	Registration:	N8012Q
Aircraft:	LAKE LA-4	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

WHILE TAKING OFF FROM A LAKE, THE AMPHIBIOUS AIRCRAFT STRUCK AN OBJECT. THE PLANE SETTLED BACK INTO THE WATER BREAKING THE WINDSHIELD ON THE PASSENGER'S SIDE. THE COCKPIT BEGAN FILLING WITH WATER AND THE ACFT SANK IN ABOUT 45 FEET OF WATER.

Probable Cause and Findings

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

Findings

Occurrence #1: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: TAKEOFF - ROLL/RUN

Findings

1. (C) OBJECT - SUBMERGED OBJECT

Factual Information

Pilot Information

Certificate:	Private	Age:	54, Male
Airplane Rating(s):	Single-engine land; Single-engine sea	Seat Occupied:	Front
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	May 19, 1986
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	218 hours (Total, all aircraft), 40 hours (Total, this make and model), 29 hours (Pilot In Command, all aircraft), 13 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	LAKE	Registration:	N8012Q
Model/Series:	LA-4 LA-4	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	1067
Landing Gear Type:	Amphibian	Seats:	4
Date/Type of Last Inspection:	February 10, 1987 Annual	Certified Max Gross Wt.:	2690 lbs
Time Since Last Inspection:	50 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	325 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	IO-360-A1B
Registered Owner:	EDWARD VINCENT MOORE	Rated Power:	200 Horsepower
Operator:		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:		Distance from Accident Site:	
Observation Time:	17:45 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	00:00 Local	Type of Airspace:	Class G

Airport Information

Airport:		Runway Surface Type:	Water
Airport Elevation:	0 ft msl	Runway Surface Condition:	Water-choppy
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:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	43.419883,-73.709655(est)

Administrative Information

Investigator In Charge (IIC): Marcantelli, Vincent

Additional Participating Persons:

Original Publish Date: June 16, 1989

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=30716>

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](#).