



Aviation Investigation Final Report

Location:	UNKNOWN, Florida	Accident Number:	MIA92LA151
Date & Time:	July 9, 1992, 08:00 Local	Registration:	N2969P
Aircraft:	Consolidated Aeronautics Inc. LA-4-200	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation		

Analysis

THE DATE, TIME, & CIRCUMSTANCES OF THE ACCIDENT COULD NOT BE DETERMINED. THE DAMAGE TO THE AMPHIBIOUS AIRPLANE WAS DISCOVERED WHEN IT WAS BROUGHT OUT OF THE WATER FOR ROUTINE MAINTENANCE.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: SUBSTANTIAL DAMAGE TO THE AIRPLANE DURING UNKNOWN PHASE OF FLIGHT FOR UNDETERMINED REASONS.

Findings

Occurrence #1: UNDETERMINED
Phase of Operation: UNKNOWN

Findings

1. (C) REASON FOR OCCURRENCE UNDETERMINED

Factual Information

Pilot Information

Certificate:		Age:	U
Airplane Rating(s):		Seat Occupied:	Unknown
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):		Second Pilot Present:	
Instructor Rating(s):		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:	Consolidated Aeronautics Inc.	Registration:	N2969P
Model/Series:	LA-4-200 LA-4-200	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	949
Landing Gear Type:	Amphibian	Seats:	4
Date/Type of Last Inspection:	April 22, 1992 100 hour	Certified Max Gross Wt.:	2600 lbs
Time Since Last Inspection:	46 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1307 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	IO-360-A1B
Registered Owner:	N90RK, INC.	Rated Power:	200 Horsepower
Operator:	MTA AERO SERVICES	Operating Certificate(s) Held:	None
Operator Does Business As:	MARATHON JET CENTER	Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Unknown	Condition of Light:	Not reported
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Unknown	Visibility	
Lowest Ceiling:	Unknown	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:			
Departure Point:	(MTH)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	
Departure Time:	00:00 Local	Type of Airspace:	

Airport Information

Airport:		Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	0	IFR Approach:	
Runway Length/Width:		VFR Approach/Landing:	

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:	

Administrative Information

Investigator In Charge (IIC):	Monville, Timothy
Additional Participating Persons:	PHILLIPS MOORE; MIAMI , FL
Original Publish Date:	September 28, 1993
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=33111

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](#).