



# Aviation Investigation Final Report

<b>Location:</b>	CANDLEWOOD LAKE, Connecticut	<b>Accident Number:</b>	NYC88LA182
<b>Date &amp; Time:</b>	July 16, 1988, 15:30 Local	<b>Registration:</b>	N5033L
<b>Aircraft:</b>	LAKE LA-4-200	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	3 Minor
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

THE LA-4-200 MADE A TAKEOFF UNDER REPORTED CONDITIONS OF GUSTY WIND AND WAVES OF 1 TO 2 FEET. THE MAXIMUM DEMONSTRATED WAVE HEIGHT FOR THE AIRCRAFT IS 1 FOOT. THE PILOT REPORTED HE ABORTED THE TAKEOFF DUE TO A PERSON ON A JET SKI IN HIS WAY AND AS HE TRIED TO TURN TO THE RIGHT A WING DUG INTO THE WATER AND THE AIRCRAFT WATERLOOPEDED. THE PILOT REPORTED THAT HIS TWO PASSENGERS AND HIMSELF WERE RESCUED BY BOATERS AND THE AIRCRAFT SANK WITHIN 15 SECONDS. NO WITNESSES WERE FOUND WHO SAW THE JET SKI. WITNESSES REPORTED THAT THE AIRCRAFT EXPERIENCED A LOSS OF CONTROL DURING TAKEOFF FOR NO APPARENT REASON.

## 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 - ON GROUND/WATER  
Phase of Operation: TAKEOFF - ROLL/RUN

#### Findings

1. (F) TERRAIN CONDITION - WATER,ROUGH
2. (C) PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND

3. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
4. WATER LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND
5. (C) AIRCRAFT PERFORMANCE, TAKEOFF CAPABILITY - EXCEEDED

## Factual Information

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	46, Male
<b>Airplane Rating(s):</b>	Single-engine land; Single-engine sea; Multi-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Valid Medical--w/ waivers/lim	<b>Last FAA Medical Exam:</b>	May 16, 1987
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	900 hours (Total, all aircraft), 150 hours (Total, this make and model), 800 hours (Pilot In Command, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	LAKE	<b>Registration:</b>	N5033L
<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>	Normal	<b>Serial Number:</b>	LA-4-200
<b>Landing Gear Type:</b>	Amphibian	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	July 25, 1987 Annual	<b>Certified Max Gross Wt.:</b>	2690 lbs
<b>Time Since Last Inspection:</b>	240 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	1425 Hrs	<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Installed	<b>Engine Model/Series:</b>	IO-360-A1B
<b>Registered Owner:</b>	MUTUAL FINANCIAL ASSOC.	<b>Rated Power:</b>	200 Horsepower
<b>Operator:</b>	JAMES A. MARQUIS	<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>		<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>		<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	/	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	0°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>		<b>Temperature/Dew Point:</b>	32°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	DANBURY , CT	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	NEW MILFORD , CT (11N )	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	15:30 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	CANDLEWOOD LAKE	<b>Runway Surface Type:</b>	Water
<b>Airport Elevation:</b>	430 ft msl	<b>Runway Surface Condition:</b>	Water-choppy
<b>Runway Used:</b>	0	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>		<b>VFR Approach/Landing:</b>	None

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Minor	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	2 Minor	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	3 Minor	<b>Latitude, Longitude:</b>	

## Administrative Information

**Investigator In Charge (IIC):** Hancock, Robert

**Additional Participating Persons:** ; WINDSOR LOCKS , CT

**Original Publish Date:** January 24, 1990

**Last Revision Date:**

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

**Note:**

**Investigation Docket:** <https://data.nts.gov/Docket?ProjectID=36183>

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