Aviation Investigation Final Report

Location:	MIAMI, Florida	**Accident Number:**	MIA98LA014
Date & Time:	October 29, 1997, 18:09 Local	**Registration:**	N85HG
Aircraft:	Aerofab Inc. LAKE LA-250	**Aircraft Damage:**	Substantial
Defining Event:		**Injuries:**	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot stated that his engine was running rough and losing power. He made a forced landing in water about 3 miles south of the shoreline. The pilot said that after the airplane touched down in the water, he began water taxing towards land. He further said that because darkness was near, he step-taxied toward land to arrive sooner. Due to insufficient power and fading light, he discontinued the step taxi. At some point during the taxi, one wing began riding lower than the other until the wing was wet, and the taxi speed became slower. Eventually, he reached land, where he moored the airplane. The pilot noted that the left break away sponson-pontoon broke away, and the airplane also sustained damage from the dock. The pilot had the airplane towed to a maintenance facility were the engine was examined. No reason was found for the loss of engine power.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: loss of engine power for an undetermined reason(s), which resulted in a forced landing and subsequent encounter with rough water.

Findings

Occurrence #1: LOSS OF ENGINE POWER
Phase of Operation: MANEUVERING

Findings
1. (C) REASON FOR OCCURRENCE UNDETERMINED

Occurrence #2: FORCED LANDING
Phase of Operation: EMERGENCY DESCENT/LANDING

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: EMERGENCY LANDING

Findings
2. (F) TERRAIN CONDITION - WATER,ROUGH
3. LANDING GEAR,FLOAT ASSEMBLY - OVERLOAD

Occurrence #4: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: TAXI

Findings
4. TERRAIN CONDITION - WATER

Factual Information

On October 29, 1997, about 1809 eastern standard time, an Aerofab Lake L-250, N85HG, registered to Elissar Technologies Inc., operating as a 14 CFR Part 91 personal flight, lost power and made a forced landing in water near Miami, Florida. Visual meteorological conditions prevailed and no flight plan was filed. The airplane was substantially damaged. The private-pilot and one passenger were not injured. The flight originated from Fort Lauderdale, Florida about 1715.

The pilot stated that his engine was running rough and losing power. He elected to make a forced landing in the water about 3 miles south of the shoreline. After the airplane touched down in the water, the pilot said he began water taxiing towards land. He further said that "because darkness was not far off, I also step-taxied toward land so as to get there sooner...although due to insufficient power and fading light I discontinued this step taxi...at some point during the taxi one wing began riding lower and lower than the other until the wing was wet. This made taxi slower." Eventually he reached land, where he moored the airplane. It was the pilot's belief that the time was about 1900. In addition, the pilot noted that the left break away sponson-pontoon broke away, and the airplane also sustained damage from the dock.

The pilot had the airplane towed to a maintenance facility were the engine was examined. There was no determination made on the reason the engine lost power. The pilot's completed NTSB Form 6120.1/2, was received at the Miami Field Office, January 21, 1998.

Pilot Information

Certificate:	Private	**Age:**	34,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 2 Valid Medical--no waivers/lim.	**Last FAA Medical Exam:**	August 1, 1997
Occupational Pilot:	No	**Last Flight Review or Equivalent:**	
Flight Time:	517 hours (Total, all aircraft), 157 hours (Total, this make and model), 394 hours (Pilot In Command, all aircraft), 54 hours (Last 90 days, all aircraft), 25 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Aerofab Inc.	**Registration:**	N85HG
Model/Series:	LAKE LA-250 LAKE LA-25	**Aircraft Category:**	Airplane
Year of Manufacture:		**Amateur Built:**	
Airworthiness Certificate:	Normal	**Serial Number:**	81
Landing Gear Type:	Amphibian	**Seats:**	5
Date/Type of Last Inspection:	July 16, 1997 Annual	**Certified Max Gross Wt.:**	3140 lbs
Time Since Last Inspection:	67 Hrs	**Engines:**	1 Reciprocating
Airframe Total Time:	1079 Hrs	**Engine Manufacturer:**	Lycoming
ELT:	Installed, not activated	**Engine Model/Series:**	TIO-540-AA1AD
Registered Owner:	PATRICK M. BYRNE	**Rated Power:**	270 Horsepower
Operator:	ELISSAR TECHNOLOGIES INC.	**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:**	Dusk
Observation Facility, Elevation:		**Distance from Accident Site:**	
Observation Time:		**Direction from Accident Site:**	
Lowest Cloud Condition:	Unknown	**Visibility**	12 miles
Lowest Ceiling:	Overcast / 4000 ft AGL	**Visibility (RVR):**	
Wind Speed/Gusts:	10 knots / None	**Turbulence Type Forecast/Actual:**	/
Wind Direction:	50°	**Turbulence Severity Forecast/Actual:**	/
Altimeter Setting:		**Temperature/Dew Point:**	16°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	FT LAUDERDALE (FLL)	**Type of Flight Plan Filed:**	None
Destination:	KEY WEST (EYW)	**Type of Clearance:**	None
Departure Time:	17:15 Local	**Type of Airspace:**	Class D

Airport Information

Airport:		**Runway Surface Type:**	
Airport Elevation:		**Runway Surface Condition:**	
Runway Used:	0	**IFR Approach:**	None
Runway Length/Width:		**VFR Approach/Landing:**	Forced landing

Wreckage and Impact Information

Crew Injuries:	1 None	**Aircraft Damage:**	Substantial
Passenger Injuries:	1 None	**Aircraft Fire:**	None
Ground Injuries:	N/A	**Aircraft Explosion:**	None
Total Injuries:	2 None	**Latitude, Longitude:**	

Administrative Information

Investigator In Charge (IIC):	Yurman, Alan
Additional Participating Persons:	RICK THOMAS; MIAMI , FL
Original Publish Date:	September 4, 1998
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=38420

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