



# Aviation Investigation Final Report

<b>Location:</b>	SEASIDE HEIGHTS, New Jersey	<b>Accident Number:</b>	NYC95LA211
<b>Date &amp; Time:</b>	September 1, 1995, 15:30 Local	<b>Registration:</b>	N5TB
<b>Aircraft:</b>	LAKE LA-4-200	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 Minor, 1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

THE PILOT OF AN AMPHIBIOUS AIRPLANE DEPARTED FROM AN AREA OF WATER WITH WAVES AND BOAT WAVES. DURING THE INITIAL TAKEOFF CLIMB, ABOUT 10 FEET ABOVE THE WATER, THE ENGINE LOST TOTAL POWER. THE PILOT LANDED THE PLANE BACK ON THE WATER, BUT 'SLIGHTLY NOSE DOWN,' AND THE FUSELAGE WAS BUCKLED. AN OPERATIONAL CHECK OF THE ENGINE WAS MADE, AND NOTHING ABNORMAL WAS NOTED.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's inadequate flare for landing, which resulted in an in-flight collision with rough water. Factors relating to the accident were: loss of engine power for an undetermined reason and rough water.

## Findings

Occurrence #1: LOSS OF ENGINE POWER  
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings  
1. (F) REASON FOR OCCURRENCE UNDETERMINED  
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Occurrence #2: FORCED LANDING  
Phase of Operation: EMERGENCY LANDING AFTER TAKEOFF

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

Findings

2. (F) TERRAIN CONDITION - WATER,ROUGH
3. (C) FLARE - INADEQUATE - PILOT IN COMMAND

## Factual Information

On September 1, 1995, at 1330 eastern daylight time, a Lake LA-4-200, N5TB, an amphibious airplane, sustained substantial damage during a water landing, following a loss of engine power on initial climb. The private pilot received minor injuries, and the passenger was not injured. Visual meteorological conditions prevailed for the local, personal flight. No flight plan was filed for the flight conducted under 14 CFR Part 91.

The pilot stated that during the water takeoff roll, the airplane bounced several times as it maneuvered through waves and boat wakes. After becoming airborne, about 10 feet, the engine lost total power. The pilot nosed the airplane over toward the water, and it impacted the water in a nose down attitude.

The Federal Aviation Administration (FAA) Inspector examined the airplane and noted that the fuselage was buckled. The FAA Inspector stated:

...A cursory inspection was performed on the...engine. A visual inspection was made and nothing abnormal was noted. The engine would rotate....Compression was obtained on all...cylinders and continuity was confirmed through the engine. The fuel filter was free of any contamination and residual fuel was noted. The fuel line at the flow divider was removed and residual fuel was noted. An operation check of the engine was made and nothing abnormal was noted.

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	32, Male
<b>Airplane Rating(s):</b>	Single-engine sea	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	None	<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>	
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	500 hours (Total, all aircraft), 150 hours (Total, this make and model), 15 hours (Last 90 days, all aircraft), 15 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	LAKE	<b>Registration:</b>	N5TB
<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>	609
<b>Landing Gear Type:</b>	Amphibian	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	October 20, 1994 Annual	<b>Certified Max Gross Wt.:</b>	2500 lbs
<b>Time Since Last Inspection:</b>	79 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	1600 Hrs	<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>		<b>Engine Model/Series:</b>	IO-360-A1B
<b>Registered Owner:</b>	THOMAS BUCK	<b>Rated Power:</b>	200 Horsepower
<b>Operator:</b>		<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>	
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	5 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	230°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>		<b>Temperature/Dew Point:</b>	27°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	(NONE)	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>		<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	00:00 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	SEASIDE PARK NONE	<b>Runway Surface Type:</b>	Water
<b>Airport Elevation:</b>	0 ft msl	<b>Runway Surface Condition:</b>	Rough;Water-choppy
<b>Runway Used:</b>	0	<b>IFR Approach:</b>	
<b>Runway Length/Width:</b>		<b>VFR Approach/Landing:</b>	

## Wreckage and Impact Information

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

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Leonard, Charles
<b>Additional Participating Persons:</b>	KIRK P JAEGER; PHILADELPHIA , PA
<b>Original Publish Date:</b>	March 21, 1996
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	
<b>Investigation Docket:</b>	<a href="https://data.ntsb.gov/Docket?ProjectID=39043">https://data.ntsb.gov/Docket?ProjectID=39043</a>

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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](#).