



# Aviation Investigation Final Report

<b>Location:</b>	PENSACOLA, Florida	<b>Accident Number:</b>	MIA00LA240
<b>Date &amp; Time:</b>	August 17, 2000, 17:45 Local	<b>Registration:</b>	N2015L
<b>Aircraft:</b>	Lake LA-4	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 Serious
<b>Flight Conducted Under:</b>	Part 91: General aviation - Instructional		

## Analysis

The pilot receiving instruction did not obtain the proper touch down point during a water landing resulting in a bounced landing. The CFI stated he failed to initiate a go-around in sufficient time, which resulted in an in-flight collision with trees, water, and a subsequent nose down of the seaplane in the water.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:  
 The pilot receiving instruction failure to achieve the proper touch down point during a water landing, and the CFI's improper supervision and failure to initiate a go-around in sufficient time to avoid an in-flight collision with trees, water, and subsequent nose down.

## Findings

Occurrence #1: IN FLIGHT COLLISION WITH OBJECT  
 Phase of Operation: GO-AROUND (VFR)

### Findings

1. OBJECT - TREE(S)
  2. (C) PROPER TOUCHDOWN POINT - NOT OBTAINED - PILOT IN COMMAND
  3. (C) SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)
  4. (C) GO-AROUND - ATTEMPTED - PILOT IN COMMAND(CFI)
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Occurrence #2: NOSE DOWN  
Phase of Operation: GO-AROUND (VFR)

Findings

5. TERRAIN CONDITION - WATER

## Factual Information

On August 17, 2000, at about 1745 central daylight time, a Lake LA-4 seaplane, N2015L, registered to a private owner crashed during a touch-and-go landing on the Perdido River located in the vicinity of Pensacola, Florida. Visual meteorological conditions prevailed and no flight plan was filed. The seaplane sustained substantial damage. The commercial pilot receiving instruction and the airline transport-rated flight instructor (CFI) sustained serious injuries. The flight originated from Perdido River, about 4 minutes before the accident.

The commercial pilot stated he and the CFI had been conducting takeoffs and landings from the Perdido River in preparation for his seaplane rating. They had made several touch-and-go, and full-stop landings. He took off from the river and set up for another touch-and-go landing to the south. On touchdown, the seaplane bounced, he held his pitch attitude, and the CFI instructed him to add power, which he complied with. He observed a piece of land/island in the river, which they had seen on the other landings. The island was getting closer when the CFI took the flight controls and started a left turn to avoid a collision. The right wing collided with a tree, and the left wing collided with the water. The nose of the seaplane went below the water, came back up, and the seaplane remained floating.

The CFI stated the touchdown on the last water landing approach resulted in a bounce and the second touch down was too close to the shore to stop without beaching against a steep bank. Full power was added and a left turn was initiated. The "escape maneuver" involved a wings level left turn and a gradual climb to gain enough altitude to do a "real turn" with the left wing down. He further stated we were running out of airspace rapidly and I was flying a compromise between a stall buffet with the trees on the right and the water on the left. The right wing clipped pine branches, which slowed the airplane. We rolled left and the wing tip/float hit the water, the airplane pitched nose low and collided with the water. The CFI further stated, "the errors in this incident was that I didn't initiate a go-around much earlier before our initial touch down."

## Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	63, Male
<b>Airplane Rating(s):</b>	Single-engine land; 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>	Yes
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 Valid Medical-w/ waivers/lim	<b>Last FAA Medical Exam:</b>	November 4, 1998
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	3598 hours (Total, all aircraft), 53 hours (Total, this make and model), 3262 hours (Pilot In Command, all aircraft), 17 hours (Last 90 days, all aircraft), 9 hours (Last 30 days, all aircraft), 7 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Lake	<b>Registration:</b>	N2015L
<b>Model/Series:</b>	LA-4 LA-4	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	348
<b>Landing Gear Type:</b>	Retractable - Tricycle; Amphibian	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	April 20, 2000 Annual	<b>Certified Max Gross Wt.:</b>	2400 lbs
<b>Time Since Last Inspection:</b>	45 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	2050 Hrs	<b>Engine Manufacturer:</b>	Lycoming
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	O-360-A1A
<b>Registered Owner:</b>	MARK L. BELLAMY	<b>Rated Power:</b>	180 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>	PNS ,121 ft msl	<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>	18:53 Local	<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	7 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	9 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	190°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	29 inches Hg	<b>Temperature/Dew Point:</b>	34°C / 23°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	PENSCACOLA , FL (PNS )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>		<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	17:41 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>		<b>Runway Surface Type:</b>	
<b>Airport Elevation:</b>		<b>Runway Surface Condition:</b>	Water-calm
<b>Runway Used:</b>	0	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>		<b>VFR Approach/Landing:</b>	Traffic pattern

## Wreckage and Impact Information

<b>Crew Injuries:</b>	2 Serious	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	2 Serious	<b>Latitude, Longitude:</b>	30.500612,-87.370185(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Smith, Carrol
<b>Additional Participating Persons:</b>	CHARLES R VARANO; BIRMINGHAM , AL
<b>Original Publish Date:</b>	March 2, 2001
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	The NTSB traveled to the scene of this accident.
<b>Investigation Docket:</b>	<a href="https://data.ntsb.gov/Docket?ProjectID=50018">https://data.ntsb.gov/Docket?ProjectID=50018</a>

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