



Aviation Investigation Final Report

Location:	New Milford, Connecticut	Accident Number:	NYC04CA216
Date & Time:	September 24, 2004, 14:00 Local	Registration:	N44LD
Aircraft:	Consolidated Aeronautics Inc. Lake LA-4-200	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot was practicing takeoffs on landings on a lake. During the flare, the airplane contacted the water, flipped over, and sank. The pilot reported that he intended to flair the airplane about 1 foot above water, however, he believed he actually flared "just inches" above the water. The pilot reported that the water surface had a slight ripple, and he had a good peripheral view of the shoreline during the approach.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's improper flair, which resulted in a nose over.

Findings

Occurrence #1: NOSE OVER
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

1. TERRAIN CONDITION - WATER
2. (C) FLARE - IMPROPER - PILOT IN COMMAND

Factual Information

On September 24, 2004, about 1400 eastern daylight time, a Consolidated Aeronautics Inc., Lake LA-4-200, N44LD, was substantially damaged while landing on Candlewood Lake, New Milford, Connecticut. The certificated airline transport pilot sustained minor injuries. Visual meteorological conditions prevailed and no flight plan had been filed for the local personal flight conducted under 14 CFR Part 91.

The pilot stated he had completed approximately 11 uneventful takeoffs and landings on Candlewood Lake, throughout the day of accident. With regards to his twelfth landing, the pilot stated:

"...There were tree covered hills (elevation 400-500 feet) on my left, and low terrain with boat docks, homes, etc, to my right. The water had a slight ripple. I had good peripheral view of the shoreline giving me a good idea of water elevation. The approach was the same as my previous eleven that day. I rounded out, what I thought was one foot above the water, when I now believe I was in fact just inches above the water...."

The airplane contacted the water, flipped over, and sank.

The pilot stated he did not experience any mechanical malfunctions. He reported 20,000 hours of total flight experience, which included 120 hours in the same make and model as the accident airplane.

Pilot Information

Certificate:	Airline transport; Flight instructor	Age:	55, Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	July 22, 2004
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	July 5, 2004
Flight Time:	20000 hours (Total, all aircraft), 120 hours (Total, this make and model), 13000 hours (Pilot In Command, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Consolidated Aeronautics Inc.	Registration:	N44LD
Model/Series:	Lake LA-4-200	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	1007
Landing Gear Type:	Amphibian	Seats:	4
Date/Type of Last Inspection:	November 14, 2003 Annual	Certified Max Gross Wt.:	2750 lbs
Time Since Last Inspection:	40 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1690 Hrs at time of accident	Engine Manufacturer:	Lycoming
ELT:	Installed	Engine Model/Series:	IO-360
Registered Owner:	Moose Lake Associates, Inc.	Rated Power:	200 Horsepower
Operator:	Jens Hoyt	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	DXR,458 ft msl	Distance from Accident Site:	9 Nautical Miles
Observation Time:	13:53 Local	Direction from Accident Site:	180°
Lowest Cloud Condition:	Few / 3100 ft AGL	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.25 inches Hg	Temperature/Dew Point:	23°C / 16°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Danbury, CT (DXR)	Type of Flight Plan Filed:	None
Destination:	New Milford, CT (NONE)	Type of Clearance:	None
Departure Time:	12:00 Local	Type of Airspace:	Class G

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor	Latitude, Longitude:	41.5,-73.456665

Administrative Information

Investigator In Charge (IIC):	Schiada, Luke
Additional Participating Persons:	Thomas V Hanley; FAA Windsor Locks FSDO; Windsor Locks, CT
Original Publish Date:	December 3, 2004
Last Revision Date:	
Investigation Class:	Class
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=60200

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