



Aviation Investigation Final Report

Location:	Jacksonville, Florida	Accident Number:	MIA08CA019
Date & Time:	November 25, 2007, 16:00 Local	Registration:	N1055L
Aircraft:	Lake LA-4-200	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

According to the pilot, the "flight departed VFR from KVQQ at 15:55 for flight to KCRG. After departing Class D airspace to [the] southeast the pilot descended over the St. Johns River approximately 1/2 nautical mile offshore to practice reading wind direction from [the] water surface. The winds were very light and [the] water surface [was] mostly glassy. [The] pilot descended from about 2,500 ft. to approximately 100 ft. above [the] water and made several circles to [the] right to view [the] water. [The] pilot then leveled [the] wings and the [air]plane then bounced unexpectedly on the water and made about two more bounces before spinning to the left. [The] aircraft came to a stop and [the] pilot and passenger exited [the] cockpit onto [the] wing and were picked up by a passing motor boat. The plane sank after about 3 minutes." The pilot further stated that "this accident was caused by a glassy water condition and the pilot losing depth perception. [The] pilot had no intention of landing and was practicing reading water for wind direction where wind was very light or none at all. [The] pilot had been endorsed on September 11, 2007 for SES [Single Engine Sea] practical testing but had not taken [the] check ride."

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to maintain altitude while maneuvering over water. Contributing to the accident was glassy water conditions.

Findings

Occurrence #1: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: MANEUVERING

Findings

1. (C) TERRAIN CONDITION - WATER, GLASSY
2. (C) ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND

Factual Information

According to the pilot, the "flight departed VFR from KVQQ at 15:55 for flight to KCRG. After departing Class D airspace to [the] southeast the pilot descended over the St. Johns River approximately 1/2 nautical mile offshore to practice reading wind direction from [the] water surface. The winds were very light and [the] water surface [was] mostly glassy. [The] pilot descended from about 2,500 ft. to approximately 100 ft. above [the] water and made several circles to [the] right to view [the] water. [The] pilot then leveled [the] wings and the [air]plane then bounced unexpectedly on the water and made about two more bounces before spinning to the left. [The] aircraft came to a stop and [the] pilot and passenger exited [the] cockpit onto [the] wing and were picked up by a passing motor boat. The plane sank after about 3 minutes." The pilot further stated that "this accident was caused by a glassy water condition and the pilot losing depth perception. [The] pilot had no intention of landing and was practicing reading water for wind direction where wind was very light or none at all. [The] pilot had been endorsed on September 11, 2007 for SES [Single Engine Sea] practical testing but had not taken [the] check ride."

Pilot Information

Certificate:	Private	Age:	36, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 With waivers/limitations	Last FAA Medical Exam:	June 1, 2006
Occupational Pilot:	No	Last Flight Review or Equivalent:	September 1, 2007
Flight Time:	325 hours (Total, all aircraft), 320 hours (Total, this make and model), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Lake	Registration:	N1055L
Model/Series:	LA-4-200	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	648
Landing Gear Type:	Tricycle; Amphibian	Seats:	4
Date/Type of Last Inspection:	June 1, 2007 Annual	Certified Max Gross Wt.:	2690 lbs
Time Since Last Inspection:	4.96 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1435.04 Hrs as of last inspection	Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	IO-360-A1B
Registered Owner:	Pavel Budnik	Rated Power:	200 Horsepower
Operator:		Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KCRG	Distance from Accident Site:	
Observation Time:	16:53 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	50°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.12 inches Hg	Temperature/Dew Point:	21°C / 18°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Jacksonville, FL (KVQQ)	Type of Flight Plan Filed:	None
Destination:	Jacksonville, FL (KCRG)	Type of Clearance:	None
Departure Time:	15:55 Local	Type of Airspace:	

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	1 Minor	Aircraft Fire:	On-ground
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Minor	Latitude, Longitude:	30.334999,-81.508613

Administrative Information

Investigator In Charge (IIC):	Wilson, Ralph
Additional Participating Persons:	Steve Weaver; Orlando FSDO; Orlando, FL
Original Publish Date:	February 28, 2008
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=67152

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