



Aviation Investigation Final Report

Location:	Racine, Wisconsin	Accident Number:	CEN09LA424
Date & Time:	July 4, 2009, 13:00 Local	Registration:	N56LA
Aircraft:	CONSOLIDATED AERONAUTICS INC. LAKE LA-4-200	Aircraft Damage:	Substantial
Defining Event:	Hard landing	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot initially reported that while landing the amphibious airplane on a lake, the left sponson struck a submerged object and separated from the airplane causing substantial damage. A subsequent examination of the airplane showed no evidence that the sponson had impacted anything. No preexisting anomalies were found with respect to the airplane, sponson, or sponson attachment. The pilot did not respond to repeated requests for information from the NTSB.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's improper landing flare that resulted in a hard landing and subsequent separation of the airplane's sponson.

Findings

Aircraft	Landing flare - Not attained/maintained
Personnel issues	Aircraft control - Pilot

Factual Information

History of Flight

Landing	Hard landing (Defining event)
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On July 4, 2009, about 1300 central daylight time, a Consolidated Aeronautics, Lake LA-4-200, N56LA, piloted by a private pilot, sustained substantial damage during a water landing on Lake Michigan, near Racine, Wisconsin. During the landing, the left sponson separated from the airplane. The 14 CFR Part 91 personal flight was operating in visual meteorological conditions without a flight plan. The pilot was not injured. The departure time and location were not determined.

The pilot initially reported to Federal Aviation Administration inspectors that the airplane's sponson struck a submerged object during landing. The FAA inspector that examined the airplane after the accident relayed in a telephone interview that there was no evidence that the sponson had impacted anything during the accident. No pre-existing anomalies were found with respect to the airplane, sponson, or sponson attachment. The pilot did not respond to further requests for information by the National Transportation Safety Board's investigator.

Pilot Information

Certificate:	Private	Age:	51, 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):	None	Toxicology Performed:	No
Medical Certification:	Class 2 With waivers/limitations	Last FAA Medical Exam:	December 19, 2008
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:			

Aircraft and Owner/Operator Information

Aircraft Make:	CONSOLIDATED AERONAUTICS INC.	Registration:	N56LA
Model/Series:	LAKE LA-4-200	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	973
Landing Gear Type:	Tricycle; Amphibian	Seats:	4
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Lycoming
ELT:		Engine Model/Series:	IO-360
Registered Owner:	On file	Rated Power:	200 Horsepower
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	RAC,674 ft msl	Distance from Accident Site:	
Observation Time:	07:53 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:	220°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.04 inches Hg	Temperature/Dew Point:	21°C / 15°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Unknown	Type of Flight Plan Filed:	None
Destination:	Racine, WI	Type of Clearance:	None
Departure Time:		Type of Airspace:	

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	42.728054,-87.806945

Administrative Information

Investigator In Charge (IIC):	Brannen, John
Additional Participating Persons:	Pat Doyle; FAA-Milwaukee FSDO; Milwaukee, WI
Original Publish Date:	December 20, 2010
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=74241

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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](#).