



Aviation Investigation Final Report

Location:	Lake Havasu City, Arizona	Accident Number:	WPR12CA151
Date & Time:	April 1, 2012, 10:00 Local	Registration:	N32LB
Aircraft:	Lake LA-4-200	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot stated that he was performing a water landing in a cove with gusty wind conditions. The airplane touched down twice and, on the third touchdown, veered violently to the left. He believed that he either “chined and waterlooped” or that the left sponson contacted the water first. Both sponsons and the left wing tip were substantially damaged. Additionally, the left side of the airplane’s nose and left fuselage at the pilot entry station were wrinkled and bent.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot did not maintain directional control during a water touchdown.

Findings

Aircraft	Directional control - Not attained/maintained
Personnel issues	Aircraft control - Pilot

Factual Information

History of Flight

Landing-flare/touchdown	Loss of control on ground (Defining event)
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Pilot Information

Certificate:	Airline transport; Commercial; Flight instructor	Age:	32, Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land; Multi-engine sea	Seat Occupied:	Right
Other Aircraft Rating(s):	Glider; Helicopter	Restraint Used:	
Instrument Rating(s):	Airplane; Helicopter	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane single-engine; Glider; Helicopter	Toxicology Performed:	No
Medical Certification:	Class 1 With waivers/limitations	Last FAA Medical Exam:	July 19, 2011
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	January 3, 2012
Flight Time:	2500 hours (Total, all aircraft), 43 hours (Total, this make and model), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Lake	Registration:	N32LB
Model/Series:	LA-4-200	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	631
Landing Gear Type:	Hull	Seats:	4
Date/Type of Last Inspection:	November 7, 2011 Annual	Certified Max Gross Wt.:	2600 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	3514 Hrs at time of accident	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	IO-360 SER
Registered Owner:	SHEBLE JOSEPH F III	Rated Power:	180 Horsepower
Operator:	Sheble Aviation	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	EED,983 ft msl	Distance from Accident Site:	24 Nautical Miles
Observation Time:	07:56 Local	Direction from Accident Site:	325°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	290°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.87 inches Hg	Temperature/Dew Point:	14°C / -4°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Fort Mohave, AZ (A20)	Type of Flight Plan Filed:	Unknown
Destination:	Fort Mohave, AZ (A20)	Type of Clearance:	None
Departure Time:	07:00 Local	Type of Airspace:	

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	34.476016,-114.36163(est)

Administrative Information

Investigator In Charge (IIC):	Struhsaker, James
Additional Participating Persons:	Alvaro Gil; FAA; Riverside, CA
Original Publish Date:	May 15, 2012
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=83270

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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](#).