



Aviation Investigation Final Report

Location:	Chapin, South Carolina	Accident Number:	ERA14CA225
Date & Time:	April 29, 2014, 18:40 Local	Registration:	N1029L
Aircraft:	Lake LA-4	Aircraft Damage:	Substantial
Defining Event:	Abnormal runway contact	Injuries:	1 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot of the amphibian airplane stated that the airplane was properly configured for landing on a lake, with the landing gear retracted and the flaps extended. The approach was normal; however, the pilot heard a loud bang immediately after touchdown and felt a lateral force in the cockpit. He then observed that the right wing pontoon had separated and he exited the cockpit before the airplane sank. Two witnesses were in a nearby boat and rescued the pilot. The witnesses reported that the pilot commented about the accident landing. He stated that it was only his fourth landing on the water and that the water was calm, which can affect depth perception. The witnesses added that the right wing pontoon contacted the water first, which spun the airplane. The airplane sank in an area of the lake that was approximately 120 feet deep. As of 60 days after the accident, the wreckage had not been located and recovered. The right pontoon was recovered. The pilot possessed a single-engine sea rating and reported 21 hours in the make and model airplane. He also reported 4,360 total hours of flight experience.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's improper flare, which resulted in abnormal contact with the water and separation of the right pontoon..

Findings

Personnel issues	Aircraft control - Pilot
Aircraft	Landing flare - Incorrect use/operation
Personnel issues	Total experience w/ equipment - Pilot
Personnel issues	Perception - Pilot

Factual Information

History of Flight

Landing-flare/touchdown	Abnormal runway contact (Defining event)
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Pilot Information

Certificate:	Commercial	Age:	61
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	Glider	Restraint Used:	3-point
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane single-engine; Instrument airplane	Toxicology Performed:	No
Medical Certification:	Class 2 With waivers/limitations	Last FAA Medical Exam:	December 17, 2013
Occupational Pilot:	No	Last Flight Review or Equivalent:	April 17, 2014
Flight Time:	4360 hours (Total, all aircraft), 21 hours (Total, this make and model), 2837 hours (Pilot In Command, all aircraft), 25 hours (Last 90 days, all aircraft), 23 hours (Last 30 days, all aircraft), 0 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Lake	Registration:	N1029L
Model/Series:	LA-4	Aircraft Category:	Airplane
Year of Manufacture:	1963	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	272
Landing Gear Type:	Retractable -	Seats:	4
Date/Type of Last Inspection:	November 1, 2013 Annual	Certified Max Gross Wt.:	2400 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	2809 Hrs at time of accident	Engine Manufacturer:	Lycoming
ELT:	C91 installed, not activated	Engine Model/Series:	O-360
Registered Owner:	Jay E Seward II	Rated Power:	180 Horsepower
Operator:	Jay E Seward II	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	CAE,236 ft msl	Distance from Accident Site:	19 Nautical Miles
Observation Time:	18:56 Local	Direction from Accident Site:	107°
Lowest Cloud Condition:	Scattered / 5000 ft AGL	Visibility	10 miles
Lowest Ceiling:	Overcast / 15000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	/ None
Wind Direction:	160°	Turbulence Severity Forecast/Actual:	/ N/A
Altimeter Setting:	29.87 inches Hg	Temperature/Dew Point:	27°C / 20°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Winnsboro, SC (FDW)	Type of Flight Plan Filed:	None
Destination:	Chapin, SC	Type of Clearance:	None
Departure Time:	18:10 Local	Type of Airspace:	

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:	34.065277,-81.360557(est)

Administrative Information

Investigator In Charge (IIC):	Gretz, Robert
Additional Participating Persons:	Steve J Petrossian; FAA/FSDO; Columbia, SC
Original Publish Date:	September 2, 2014
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=89173

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