



Aviation Investigation Final Report

Location:	Mineral, Virginia	Accident Number:	GAA15CA078
Date & Time:	May 16, 2015, 13:00 Local	Registration:	N1105L
Aircraft:	CONSOLIDATED AERONAUTICS LAKE LA4-200	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 during high-speed taxi after a water landing, he encountered the wake from a boat. The sponson (float) "caught the water" on the second wave and the airplane made a right turn. The airplane subsequently impacted a dock resulting in substantial damage to the right wing and fuselage. The pilot reported no preimpact mechanical failures or malfunctions with the airframe or engine that would have precluded normal operation.

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 directional control during a high-speed water taxi in rough water conditions, resulting in a collision with a dock.

Findings

Personnel issues	Aircraft control - Pilot
Aircraft	Directional control - Not attained/maintained
Environmental issues	Choppy surface - Effect on operation

Factual Information

History of Flight

Taxi	Loss of control on ground (Defining event)
Taxi	Collision with terr/obj (non-CFIT)

Pilot Information

Certificate:	Private	Age:	71
Airplane Rating(s):	Single-engine land; Single-engine sea	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	3-point
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:	August 30, 2013
Occupational Pilot:	No	Last Flight Review or Equivalent:	August 19, 2013
Flight Time:	(Estimated) 760 hours (Total, all aircraft), 265 hours (Total, this make and model), 711 hours (Pilot In Command, all aircraft)		

Passenger Information

Certificate:		Age:	
Airplane Rating(s):		Seat Occupied:	Right
Other Aircraft Rating(s):		Restraint Used:	3-point
Instrument Rating(s):		Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:		Last FAA Medical Exam:	
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:			

Aircraft and Owner/Operator Information

Aircraft Make:	CONSOLIDATED AERONAUTICS	Registration:	N1105L
Model/Series:	LAKE LA4-200 200	Aircraft Category:	Airplane
Year of Manufacture:	1975	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	696
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	March 20, 2015 Annual	Certified Max Gross Wt.:	2690 lbs
Time Since Last Inspection:	20 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1479 Hrs at time of accident	Engine Manufacturer:	Lycoming
ELT:	C91A installed, not activated	Engine Model/Series:	IO-360-A1B
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:	KLKU,493 ft msl	Distance from Accident Site:	8 Nautical Miles
Observation Time:	16:55 Local	Direction from Accident Site:	241°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	/ None
Wind Direction:	200°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.17 inches Hg	Temperature/Dew Point:	28°C / 18°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	RICHMOND, VA (FCI)	Type of Flight Plan Filed:	None
Destination:	Louisa, VA	Type of Clearance:	None
Departure Time:	12:00 Local	Type of Airspace:	Class G

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	38.072776,-77.820556(est)

Administrative Information

Investigator In Charge (IIC):	Bigelow, Bradley
Additional Participating Persons:	Roberto Possumato; Federal Aviation Organization; Richmond, VA
Original Publish Date:	July 8, 2015
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=91196

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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](#).