



# Aviation Investigation Final Report

<b>Location:</b>	Glenwood, Minnesota	<b>Accident Number:</b>	GAA15CA086
<b>Date &amp; Time:</b>	May 22, 2015, 12:30 Local	<b>Registration:</b>	N613LC
<b>Aircraft:</b>	CONSOLIDATED AERONAUTICS INC. LAKE LA 4 200	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Dragged wing/rotor/float/other	<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

The pilot of the amphibious airplane reported that he made a normal approach to landing with near glassy water conditions. Shortly after contact with the water, the right sponson separated and the right wing impacted the water, causing the airplane to spin 180 degrees and come to a stop. The pilot attempted to water taxi to shore, but the cabin area began taking on water. Before reaching the shore, the pilot and passenger decided to perform an emergency evacuation and boarded a boat that had come to provide assistance. The airplane sunk after the pilot and passenger evacuated the airplane.

During a post-accident interview with the pilot, he stated that "the right wing may have dipped" during landing and reported "significant damage" to the right wing flap after the sponson separated during the touchdown. The airplane was later recovered, but the right sponson was not located. A Federal Aviation Administration Aviation Safety Inspector observed damage to the right wing at the wing root and noted the sponson detachment does not appear to have been due to any design or assembly issue.

The pilot reported no mechanical malfunctions or failures with the airplane that would have precluded normal operation. The airplane sustained substantial damage to the right wing and fuselage.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's improper lateral/ bank level off during the landing flare, which resulted in the right wing impacting the water and a subsequent loss of control.

## Findings

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**Personnel issues**

Aircraft control - Pilot

**Aircraft**

Lateral/bank control - Not attained/maintained

## Factual Information

### History of Flight

<b>Landing-flare/touchdown</b>	Dragged wing/rotor/float/other (Defining event)
<b>Landing-landing roll</b>	Loss of control on ground

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	52
<b>Airplane Rating(s):</b>	Single-engine land; Single-engine sea	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	3-point
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 With waivers/limitations	<b>Last FAA Medical Exam:</b>	July 21, 2014
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	July 7, 2014
<b>Flight Time:</b>	(Estimated) 761 hours (Total, all aircraft), 25 hours (Total, this make and model), 12 hours (Last 90 days, all aircraft), 6 hours (Last 30 days, all aircraft)		

### Passenger Information

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

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CONSOLIDATED AERONAUTICS INC.	<b>Registration:</b>	N613LC
<b>Model/Series:</b>	LAKE LA 4 200 200	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>	1978	<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	873
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	May 5, 2015 Annual	<b>Certified Max Gross Wt.:</b>	2690 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	Lycoming
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	IO 360
<b>Registered Owner:</b>	PRAIRIE SALES INC	<b>Rated Power:</b>	200 Horsepower
<b>Operator:</b>	PRAIRIE SALES INC	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	KAXN,1425 ft msl	<b>Distance from Accident Site:</b>	13 Nautical Miles
<b>Observation Time:</b>	16:53 Local	<b>Direction from Accident Site:</b>	360°
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	7 knots /	<b>Turbulence Type Forecast/Actual:</b>	/ None
<b>Wind Direction:</b>	250°	<b>Turbulence Severity Forecast/Actual:</b>	/ N/A
<b>Altimeter Setting:</b>	30.23 inches Hg	<b>Temperature/Dew Point:</b>	19°C / 1°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	CLEAR LAKE, MN (8Y6 )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	GLENWOOD, MN (GHW )	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	12:30 Local	<b>Type of Airspace:</b>	Class G

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	2 None	<b>Latitude, Longitude:</b>	45.650833,-95.388885(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Gerhardt, Adam
<b>Additional Participating Persons:</b>	Kevin Morris; FAA FSDO; Minneapolis , MN
<b>Original Publish Date:</b>	July 8, 2015
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	This accident report documents the factual circumstances of this accident as described to the NTSB.
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=91234">https://data.nts.gov/Docket?ProjectID=91234</a>

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](#).