



# Aviation Investigation Final Report

---

<b>Location:</b>	Greers Ferry, Arkansas	<b>Accident Number:</b>	GAA16CA310
<b>Date &amp; Time:</b>	June 12, 2016, 08:35 Local	<b>Registration:</b>	N1244L
<b>Aircraft:</b>	CONSOLIDATED AERONAUTICS INC. LAKE LA 4	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Abnormal runway contact	<b>Injuries:</b>	2 Minor
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

---

## Analysis

The pilot of the amphibious airplane reported that during the 4th water landing of the flight, during touchdown, "the nose pitched down aggressively" and the airplane nosed over. The pilot further reported that he and the passenger were able to perform an emergency evacuation before the airplane sank. The fuselage sustained substantial damage.

During a postaccident interview with the National Transportation Safety Board investigator-in-charge, the pilot reported that boat wake developed in the landing area and the nose of the airplane "may have been a little low" during the landing.

According to a police report, the passenger reported that "we misjudged the wave and the plane flipped onto its back."

The pilot did not report any mechanical malfunctions or failures with the airplane 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 amphibious airplane pilot's incorrect pitch attitude during landing on choppy water, which resulted in a nose over, and substantial damage to the fuselage.

## Findings

---

<b>Aircraft</b>	Pitch control - Incorrect use/operation
<b>Personnel issues</b>	Aircraft control - Pilot
<b>Environmental issues</b>	Choppy surface - Contributed to outcome

## Factual Information

### History of Flight

<b>Landing-flare/touchdown</b>	Abnormal runway contact (Defining event)
<b>Landing-flare/touchdown</b>	Loss of control on ground
<b>Landing-flare/touchdown</b>	Nose over/nose down

### Pilot Information

<b>Certificate:</b>	Airline transport; Flight instructor	<b>Age:</b>	65, Male
<b>Airplane Rating(s):</b>	Single-engine land; Single-engine sea; Multi-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	3-point
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	Airplane multi-engine; Airplane single-engine; Instrument airplane	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 1 Without waivers/limitations	<b>Last FAA Medical Exam:</b>	April 1, 2016
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	May 3, 2015
<b>Flight Time:</b>	(Estimated) 28000 hours (Total, all aircraft), 80 hours (Total, this make and model), 23000 hours (Pilot In Command, all aircraft), 100 hours (Last 90 days, all aircraft), 20 hours (Last 30 days, all aircraft), 9 hours (Last 24 hours, all aircraft)		

### Passenger Information

<b>Certificate:</b>		<b>Age:</b>	16, Male
<b>Airplane Rating(s):</b>		<b>Seat Occupied:</b>	Right
<b>Other Aircraft Rating(s):</b>		<b>Restraint Used:</b>	Unknown
<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>	N1244L
<b>Model/Series:</b>	LAKE LA 4 200	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>	1976	<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	743
<b>Landing Gear Type:</b>	Tricycle; Amphibian; Hull	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	August 1, 2015 Annual	<b>Certified Max Gross Wt.:</b>	2600 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	1600 Hrs at time of accident	<b>Engine Manufacturer:</b>	Lycoming
<b>ELT:</b>	C91 installed	<b>Engine Model/Series:</b>	IO-360-A1B
<b>Registered Owner:</b>	On file	<b>Rated Power:</b>	200 Horsepower
<b>Operator:</b>	On file	<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>	KCCA,513 ft msl	<b>Distance from Accident Site:</b>	13 Nautical Miles
<b>Observation Time:</b>	13:35 Local	<b>Direction from Accident Site:</b>	270°
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	9 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	/	<b>Turbulence Type Forecast/Actual:</b>	/ None
<b>Wind Direction:</b>		<b>Turbulence Severity Forecast/Actual:</b>	/ N/A
<b>Altimeter Setting:</b>	30.11 inches Hg	<b>Temperature/Dew Point:</b>	
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	HIGDEN, AR (06AR)	<b>Type of Flight Plan Filed:</b>	VFR
<b>Destination:</b>	HIGDEN, AR (06AR)	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	08:00 Local	<b>Type of Airspace:</b>	Class G

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Minor	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 Minor	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	2 Minor	<b>Latitude, Longitude:</b>	35.525833,-92.166664(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Gerhardt, Adam
<b>Additional Participating Persons:</b>	Mike W Minnex; FAA; Little Rock, AR
<b>Original Publish Date:</b>	August 31, 2016
<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=93377">https://data.nts.gov/Docket?ProjectID=93377</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](#).