



Aviation Investigation Final Report

Location:	Orlando, Florida	Accident Number:	ERA17LA264
Date & Time:	July 29, 2017, 09:30 Local	Registration:	N747CB
Aircraft:	CONSOLIDATED AERONAUTICS INC. LAKE LA 4	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

While the noncertificated pilot was taxiing the airplane to a hangar after a local flight, he lost directional control, and the airplane then rolled into a ditch, which resulted in substantial damage to the right wing. The pilot reported that the left brake actuator had failed.

A review of the airplane's maintenance logbooks revealed that the last annual inspection was completed more than 10 years before the accident. During postaccident examination of the airplane immediately after the accident, a Federal Aviation Administration inspector could not examine the brakes because of the instability of the airplane on the jacks and because the wheels were covered in mud. The owner did not make the airplane available for further examination; therefore, the reason for the loss of directional control could not be determined.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: A loss of directional control during taxi operations for reasons that could not be determined based on the available information, which resulted in the airplane rolling into a ditch.

Findings

Aircraft	Directional control - Not attained/maintained
Not determined	(general) - Unknown/Not determined
Environmental issues	Sloped/uneven terrain - Effect on operation
Personnel issues	Qualification/certification - Pilot

Factual Information

History of Flight

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

On July 29, 2017, about 0930 eastern daylight time, a Consolidated Aeronautics Lake LA-4-200, N747CB, was substantially damaged during taxi at the Orlando Executive Airport (ORL), Orlando, Florida. The pilot was not injured. Visual meteorological conditions prevailed and no flight plan was filed for the local flight. The personal flight was operated under the provisions of 14 *Code of Federal Regulations* Part 91.

According to a Federal Aviation Administration (FAA) inspector, the pilot was taxiing the airplane to a hangar, when he lost control and the airplane rolled into a ditch, where it sustained substantial damage to its right wing. The pilot stated during a telephone interview that the airplane's left brake actuator failed.

Following the accident, the airplane's brakes were not inspected by FAA inspectors due to the instability of the airplane on jacks, and because the wheels were covered in mud. The owner elected not to make the airplane available for subsequent inspections, and the condition and functionality of the airplane's brakes could not be assessed.

The four-seat, low-wing amphibious airplane, was manufactured in 1976. It was powered by a Lycoming IO-360, 180-horsepower engine. According to the airplane's maintenance logbooks, the last annual inspection was completed on January 25, 2007. The recorded tach time was 253.6 hours and the airframe total time was 3311.2 hours.

Pilot Information

Certificate:	None	Age:	67, Male
Airplane Rating(s):	None	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Unknown
Instrument Rating(s):	None	Second Pilot Present:	
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	None	Last FAA Medical Exam:	
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:			

Aircraft and Owner/Operator Information

Aircraft Make:	CONSOLIDATED AERONAUTICS INC.	Registration:	N747CB
Model/Series:	LAKE LA 4 200	Aircraft Category:	Airplane
Year of Manufacture:	1976	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	754
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	January 25, 2007 Annual	Certified Max Gross Wt.:	2690 lbs
Time Since Last Inspection:		Engines:	
Airframe Total Time:	3311.2 Hrs as of last inspection	Engine Manufacturer:	
ELT:	Installed	Engine Model/Series:	
Registered Owner:	On file	Rated Power:	
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:	ORL,112 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	13:53 Local	Direction from Accident Site:	0°
Lowest Cloud Condition:	Few / 2200 ft AGL	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/ None
Wind Direction:	250°	Turbulence Severity Forecast/Actual:	/ N/A
Altimeter Setting:	29.92 inches Hg	Temperature/Dew Point:	-4°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Orlando, FL (ORL)	Type of Flight Plan Filed:	None
Destination:	Orlando, FL (ORL)	Type of Clearance:	None
Departure Time:	09:15 Local	Type of Airspace:	Unknown

Airport Information

Airport:	EXECUTIVE ORL	Runway Surface Type:	
Airport Elevation:	112 ft msl	Runway Surface Condition:	Unknown
Runway Used:		IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	28.546112,-81.332221(est)

Administrative Information

Investigator In Charge (IIC):	Boggs, Daniel
Additional Participating Persons:	Cory Best; FAA/FSDO; Orlando, FL
Original Publish Date:	April 20, 2020
Last Revision Date:	
Investigation Class:	Class
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=95737

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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](#).