



# National Transportation Safety Board Aviation Accident Final Report

<b>Location:</b>	KEYSTONE HEIGHT, FL	<b>Accident Number:</b>	ATL99LA003
<b>Date &amp; Time:</b>	10/02/1998, 1030 EST	<b>Registration:</b>	N54114
<b>Aircraft:</b>	Auxier Herschel A Jr. SEA REY AMPHIBIAN	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Analysis

According to the pilot, after about nine touch and go landings on Lake Geneva, he noticed the tenth takeoff was sluggish and required more time to get off the water. Once airborne the aircraft began a left bank, and aileron control would not correct for it. The aircraft spiraled left until the left wingtip and nose contacted the water. The pilot stated that he may not have reached minimum control speed before takeoff and stalled the aircraft. Examination of the airplane found no mechanical defects.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilots failure to attain adequate airspeed, which resulted in a stall, and loss of control.

## Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT  
Phase of Operation: TAKEOFF - INITIAL CLIMB

### Findings

1. (C) AIRSPEED - NOT ATTAINED - PILOT IN COMMAND
2. (C) STALL

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: DESCENT - UNCONTROLLED

### Findings

3. TERRAIN CONDITION - WATER

## Factual Information

On October 2, 1998, about 1030 Eastern Standard Time an Auxier Herschel A. Jr. Sea Rey Amphibian homebuilt airplane, N54114, collided with water shortly after takeoff at Lake Geneva, in Keystone Heights, Florida. The airplane was operated by the pilot under the provisions of Title 14 CFR Part 91, and visual flight rules. Visual meteorological conditions prevailed and no flight plan was filed for the local flight. The private pilot was not injured, and the airplane sustained substantial damage. The flight originated from Melrose, Florida, about 0930.

According to the pilot, after about nine touch and go landings on Lake Geneva, he noticed the tenth takeoff was sluggish and required more time to get off the water. Once airborne at about 20 to 30 feet above the ground the aircraft began a left turn, and aileron input would not correct for it. The aircraft spiraled left until the left wingtip and nose contacted the water. Just prior to impact the pilot stated that he pulled the throttle back when he realized he had no aileron control to minimize the impact with the water. He estimated the speed at impact at about 40 to 45 miles per hour.

According to the FAA Inspector on-scene, the pilot stated to him that he may not have reached minimum control speed before takeoff and stalled the aircraft. Examination of the airplane found no mechanical defects, and the pilot was not certificated for a single engine sea plane.

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	59, Male
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt, Shoulder harness
<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 Valid Medical--w/ waivers/lim.	<b>Last FAA Medical Exam:</b>	06/02/1997
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	910 hours (Total, all aircraft), 47 hours (Total, this make and model), 910 hours (Pilot In Command, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Auxier Herschel A Jr.	<b>Registration:</b>	N54114
<b>Model/Series:</b>	SEA REY AMPHIBIAN SEA REY AM	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	Yes
<b>Airworthiness Certificate:</b>		<b>Serial Number:</b>	1DK063
<b>Landing Gear Type:</b>	Amphibian	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	Unknown	<b>Certified Max Gross Wt.:</b>	1370 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	39 Hours	<b>Engine Manufacturer:</b>	Rotax
<b>ELT:</b>	Not installed	<b>Engine Model/Series:</b>	912UL
<b>Registered Owner:</b>	AUXIER HERSCHEL AINSWORTH JR.	<b>Rated Power:</b>	80 hp
<b>Operator:</b>	AUXIER HERSCHEL AINSWORTH JR.	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	MCO, 96 ft msl	<b>Distance from Accident Site:</b>	25 Nautical Miles
<b>Observation Time:</b>	0950 EDT	<b>Direction from Accident Site:</b>	90°
<b>Lowest Cloud Condition:</b>	Clear / 0 ft agl	<b>Visibility</b>	10 Miles
<b>Lowest Ceiling:</b>	None / 0 ft agl	<b>Visibility (RVR):</b>	0 ft
<b>Wind Speed/Gusts:</b>	5 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	210°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30 inches Hg	<b>Temperature/Dew Point:</b>	23° C / 20° C
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	MELROSE, FL (PVT)	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>		<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	0930 EST	<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>	N/A	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 None	<b>Latitude, Longitude:</b>	

## Administrative Information

**Investigator In Charge (IIC):** BUTCH WILSON **Report Date:** 01/28/2000

**Additional Participating Persons:** ALEN NEMCIK

**Publish Date:**

**Investigation Docket:** NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at [pubinq@ntsb.gov](mailto:pubinq@ntsb.gov), or at 800-877-6799. Dockets released after this date are available at <http://dms.nts.gov/pubdms/>.

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