



National Transportation Safety Board Aviation Accident Final Report

Location:	BATTLE CREEK, MI	Accident Number:	CHI91LA179
Date & Time:	06/01/1991, 1310 EDT	Registration:	N2596P
Aircraft:	LAKE LA-4-200	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None

Flight Conducted Under: Part 91: General Aviation - Instructional

Analysis

THE CFI SAID THAT WHILE TAXIING ON STEP THE ACFT ENCOUNTERED A POWER BOATS WAKE AND BECAME AIRBORNE. THE STUDENT PILOT REDUCED THE POWER, AND THE ACFT PITCHED DOWN. THE CFI TOOK OER THE CONTROLS, BUT WAS UNABLE TO ARREST THE DESCENT AND THE ACFT STRUCK THE WATER NOSE DOWN, AT ABOUT A 30 DEGREE ANGLE. THE ACFT NOSE FILLED WITH WATER AND SANK.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: AIRCRAFT CONTROL BY THE DUAL STUDENT WAS NOT MAINTAINED, REMEDIAL ACTION BY THE CFI WAS DELAYED, WHICH RESULTED IN A STALL/MUSH. A FACTOR RELATED TO THE ACCIDENT WAS ROUGH WATER CAUSED BY A POWER BOAT WAKE.

Findings

Occurrence #1: MISCELLANEOUS/OTHER
Phase of Operation: TAXI - TO TAKEOFF

Findings

1. (F) TERRAIN CONDITION - WATER,ROUGH
 2. (C) AIRCRAFT CONTROL - NOT MAINTAINED - DUAL STUDENT
 3. (C) REMEDIAL ACTION - DELAYED - PILOT IN COMMAND(CFI)
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Occurrence #2: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

4. (C) STALL/MUSH - ENCOUNTERED - PILOT IN COMMAND(CFI)
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Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Factual Information

Pilot Information

Certificate:	Airline Transport; Flight Instructor; Commercial	Age:	29, Male
Airplane Rating(s):	Multi-engine Land; Multi-engine Sea; Single-engine Land; Single-engine Sea	Seat Occupied:	Unknown
Other Aircraft Rating(s):	Glider; Gyroplane; Helicopter	Restraint Used:	Seatbelt
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane Multi-engine; Airplane Single-engine; Glider; Gyroplane; Instrument Airplane	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	05/28/1991
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	2100 hours (Total, all aircraft), 25 hours (Total, this make and model), 1850 hours (Pilot In Command, all aircraft), 85 hours (Last 90 days, all aircraft), 30 hours (Last 30 days, all aircraft), 7 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	LAKE	Registration:	N2596P
Model/Series:	LA-4-200 LA-4-200	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:		Serial Number:	879
Landing Gear Type:	Amphibian	Seats:	4
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	2600 lbs
Time Since Last Inspection:	0 Hours	Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	LYCOMING
ELT:	Installed	Engine Model/Series:	IO-360-A1B
Registered Owner:		Rated Power:	200 hp
Operator:	BROOK AERO, INC	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	BTL, 953 ft msl	Distance from Accident Site:	1 Nautical Miles
Observation Time:	1330 EDT	Direction from Accident Site:	1°
Lowest Cloud Condition:	Unknown / 2500 ft agl	Visibility	6 Miles
Lowest Ceiling:	Broken / 2500 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	3 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	200°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	-18°C / -18°C
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1305 EDT	Type of Airspace:	

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	John Hruban	Report Date:	02/08/1993
Additional Participating Persons:	BRUCE BOWERMAN; GRR FSDO,		
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 pubinquiry@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).