



National Transportation Safety Board Aviation Accident Final Report

Location:	Blountstown, FL	Accident Number:	MIA03CA063
Date & Time:	12/02/2002, 1430 EST	Registration:	N6193V
Aircraft:	Consolidated Aeronautics Inc. LA-4-200	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General Aviation - Instructional		

Analysis

The airplane owner/pilot-rated student stated that after takeoff while flying over the Apalachicola River, the CFI advised him that he wanted to demonstrate an engine-out landing on water, and took the flight controls. The CFI landed the airplane on the water then applied power to takeoff. During the takeoff run and on step taxi facing a green colored buoy ahead, the CFI asked him what side of the buoy to go on. The owner/pilot-rated student stated that he replied the left side, and the CFI maneuvered the airplane to the left, but a portion of the right wing collided with the buoy. The airplane rotated 90 degrees to the right and came to rest. The airplane was taxied on the river to a boat ramp where the airplane was secured. The CFI advised him that the occurrence was an incident and not an accident, therefore; was not reportable. The CFI stated that the training flight departed from Apalachicola Municipal Airport with the owner-operator in the left pilot seat, and himself (CFI) in the right seat. The CFI demonstrated a power-off emergency landing on the Apalachicola River and while water taxiing approaching a marine channel marker, the aircraft encountered a rogue current or submerged object. The airplane was turned to the right causing the right wing tip to impact the channel marker. The aircraft was then water taxied upstream to a boat launching ramp where the airplane was taxied onto land and secured. The occurrence was reported by the airplane owner to the NTSB on February 19, 2003. The NTSB determined the airplane was substantially damaged and was classified an accident.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The failure of the certified flight instructor (CFI) to maintain clearance between the wingtip and a water marker bouy resulting in contact with the wingtip.

Findings

Occurrence #1: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: TAKEOFF - ROLL/RUN

Findings

1. OBJECT - OTHER
2. (C) CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND(CFI)

Factual Information

Flight Instructor Information

Certificate:	Airline Transport; Flight Instructor	Age:	78, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land; Single-engine Sea	Seat Occupied:	Right
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	
Instructor Rating(s):		Toxicology Performed:	
Medical Certification:	Class 1	Last FAA Medical Exam:	08/05/2002
Occupational Pilot:		Last Flight Review or Equivalent:	02/13/2003
Flight Time:	20000 hours (Total, all aircraft), 100 hours (Total, this make and model)		

Student Pilot Information

Certificate:	Commercial; Private	Age:	46, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	
Instructor Rating(s):		Toxicology Performed:	
Medical Certification:	Class 3	Last FAA Medical Exam:	09/20/2001
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	1717 hours (Total, all aircraft), 28 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	Consolidated Aeronautics Inc.	Registration:	N6193V
Model/Series:	LA-4-200	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	846
Landing Gear Type:	Amphibian	Seats:	4
Date/Type of Last Inspection:	10/02/2002, Annual	Certified Max Gross Wt.:	2600 lbs
Time Since Last Inspection:	30 Hours	Engines:	1 Reciprocating
Airframe Total Time:	1532 Hours	Engine Manufacturer:	Lycoming
ELT:		Engine Model/Series:	IO-360-A1B
Registered Owner:	James S. Little	Rated Power:	200 hp
Operator:	James S. Little	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	10 Miles
Lowest Ceiling:	Unknown	Visibility (RVR):	
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	Variable	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	75° C
Precipitation and Obscuration:			
Departure Point:	Apalachicola, FL (AAF)	Type of Flight Plan Filed:	None
Destination:	, FL (AAF)	Type of Clearance:	None
Departure Time:		Type of Airspace:	Class G

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	
Total Injuries:	2 None	Latitude, Longitude:	30.375278, -85.027778

Administrative Information

Investigator In Charge (IIC):	Timothy W Monville	Report Date:	11/25/2003
Additional Participating Persons:	Clay Perkins; FAA FSDO; Birmingham, AL David Fair; FAA FSDO; Birmingham, AL		
Publish Date:			
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.		
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](#).