



National Transportation Safety Board Aviation Accident Final Report

Location:	Lake Havasu City, AZ	Accident Number:	WPR12CA151
Date & Time:	04/01/2012, 1000 MST	Registration:	N32LB
Aircraft:	LAKE LA-4-200	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	2 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The pilot stated that he was performing a water landing in a cove with gusty wind conditions. The airplane touched down twice and, on the third touchdown, veered violently to the left. He believed that he either “chined and waterlooped” or that the left sponson contacted the water first. Both sponsons and the left wing tip were substantially damaged. Additionally, the left side of the airplane’s nose and left fuselage at the pilot entry station were wrinkled and bent.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot did not maintain directional control during a water touchdown.

Findings

Aircraft	Directional control - Not attained/maintained (Cause)
Personnel issues	Aircraft control - Pilot (Cause)

Factual Information

History of Flight

Landing-flare/touchdown	Loss of control on ground (Defining event)
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Pilot Information

Certificate:	Airline Transport; Flight Instructor; Commercial	Age:	32, Male
Airplane Rating(s):	Multi-engine Land; Multi-engine Sea; Single-engine Land; Single-engine Sea	Seat Occupied:	Right
Other Aircraft Rating(s):	Glider; Helicopter	Restraint Used:	Seatbelt
Instrument Rating(s):	Airplane; Helicopter	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane Single-engine; Glider; Helicopter	Toxicology Performed:	No
Medical Certification:	Class 1 With Waivers/Limitations	Last Medical Exam:	07/19/2011
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	01/03/2012
Flight Time:	2500 hours (Total, all aircraft), 43 hours (Total, this make and model), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Manufacturer:	LAKE	Registration:	N32LB
Model/Series:	LA-4-200	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	631
Landing Gear Type:	Hull	Seats:	4
Date/Type of Last Inspection:	11/07/2011, Annual	Certified Max Gross Wt.:	2600 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	3514 Hours	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	IO-360 SER
Registered Owner:	SHEBLE JOSEPH F III	Rated Power:	180 hp
Operator:	Sheble Aviation	Air Carrier Operating Certificate:	None

Meteorological Information and Flight Plan

Observation Facility, Elevation:	EED, 983 ft msl	Observation Time:	0756 MST
Distance from Accident Site:	24 Nautical Miles	Condition of Light:	Day
Direction from Accident Site:	325°	Conditions at Accident Site:	Visual Conditions
Lowest Cloud Condition:	Clear	Temperature/Dew Point:	14° C / -4° C
Lowest Ceiling:	None	Visibility	10 Miles
Wind Speed/Gusts, Direction:	8 knots, 290°	Visibility (RVR):	
Altimeter Setting:	29.87 inches Hg	Visibility (RVV):	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Fort Mohave, AZ (A20)	Type of Flight Plan Filed:	Unknown
Destination:	Fort Mohave, AZ (A20)	Type of Clearance:	None
Departure Time:	0700 PST	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		

Administrative Information

Investigator In Charge (IIC):	James F Struhsaker	Adopted Date:	05/15/2012
Additional Participating Persons:	Alvaro Gil; FAA; Riverside, CA		
Publish Date:	05/15/2012		
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.		
Investigation Docket:	http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=83270		

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.