



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	Redding, CA	<b>Accident Number:</b>	WPR11CA105
<b>Date &amp; Time:</b>	01/21/2011, 1230 PST	<b>Registration:</b>	N48VP
<b>Aircraft:</b>	LANTZ LAKE TAHOE SPECIAL	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Collision with terr/obj (non-CFIT)	<b>Injuries:</b>	3 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## Analysis

The pilot reported that, following an uneventful water landing on a lake, the amphibious airplane was slowing down and transitioning from the step when he heard a loud noise followed by an immediate yaw to the right. Subsequently the right wing struck the water, which was followed by the pilot applying power in an attempt to raise the wing. However, the pilot was unsuccessful and elected to turn off the engine and ordered his passengers to exit the airplane. Shortly after the pilot exited the airplane, he observed it roll over upside down in the water and noticed that the right wing float was mostly separated from the wing structure. The pilot stated that he felt that the airplane had struck a floating log or some other debris in the lake during the landing. He further stated that there were no mechanical anomalies with the airplane that would have precluded normal operation.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The airplane's unintentional collision with debris during a water landing.

## Findings

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Environmental issues	Hidden/submerged object - Contributed to outcome (Cause)
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## Factual Information

### History of Flight

Landing-landing roll	Collision with terr/obj (non-CFIT) (Defining event)
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### Pilot Information

<b>Certificate:</b>	Airline Transport; Commercial	<b>Age:</b>	69, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land; Single-engine Sea	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 With Waivers/Limitations	<b>Last FAA Medical Exam:</b>	03/09/2009
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	03/28/2009
<b>Flight Time:</b>	26500 hours (Total, all aircraft), 560 hours (Total, this make and model), 24000 hours (Pilot In Command, all aircraft), 28 hours (Last 90 days, all aircraft), 10 hours (Last 30 days, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Manufacturer:</b>	LANTZ	<b>Registration:</b>	N48VP
<b>Model/Series:</b>	LAKE TAHOE SPECIAL	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Experimental	<b>Serial Number:</b>	001
<b>Landing Gear Type:</b>	Amphibian; Tailwheel	<b>Seats:</b>	5
<b>Date/Type of Last Inspection:</b>	07/10/2010, Annual	<b>Certified Max Gross Wt.:</b>	3800 lbs
<b>Time Since Last Inspection:</b>	16 Hours	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	560 Hours at time of accident	<b>Engine Manufacturer:</b>	GM
<b>ELT:</b>	Not installed	<b>Engine Model/Series:</b>	V8
<b>Registered Owner:</b>	On file	<b>Rated Power:</b>	405 hp
<b>Operator:</b>	On file	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	RDD	Observation Time:	1253 PST
Distance from Accident Site:		Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Temperature/Dew Point:	23° C / 0° C
Lowest Ceiling:	None	Visibility	10 Miles
Wind Speed/Gusts, Direction:	6 knots, 350°	Visibility (RVR):	
Altimeter Setting:	30.07 inches Hg	Visibility (RVV):	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Redding, CA (085)	Type of Flight Plan Filed:	None
Destination:	Redding, CA (085)	Type of Clearance:	None
Departure Time:	1200 PST	Type of Airspace:	

## Airport Information

Airport:	Lake Shasta (None)	Runway Surface Type:	Water
Airport Elevation:		Runway Surface Condition:	Water--calm
Runway Used:	03	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Full Stop; Straight-in

## Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	2 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	3 None	Latitude, Longitude:	40.508889, -122.293333 (est)

## Administrative Information

Investigator In Charge (IIC):	Joshua Cawthra	Adopted Date:	06/08/2011
Additional Participating Persons:	Michael G Bohamera; Federal Aviation Administration; Sacramento, CA		
Publish Date:	06/08/2011		
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.		
Investigation Docket:	<a href="http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=78212">http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=78212</a>		

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