



AVIATION



HIGHWAY



MARINE



RAILROAD



PIPELINE

Aviation Investigation Final Report

Location:	Pocono Summit, Pennsylvania	Accident Number:	GAA19CA051
Date & Time:	October 12, 2018, 10:30 Local	Registration:	N46SW
Aircraft:	Richard Silva Seawind	Aircraft Damage:	Substantial
Defining Event:	Collision during takeoff/land	Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported that he attempted to take off from a lake with a 20- to 30-knot crosswind. A video of the takeoff showed that, as the right wing lifted, the left wingtip contacted the water. Subsequently, the seaplane bounced and impacted the water hard with the nose oriented to the left. The pilot was able to correct the course heading and continued to water taxi without further incident. The pilot added that he should not have departed in high crosswind conditions and admitted to pilot error. The seaplane sustained substantial damage to the right aileron. The Federal Aviation Administration inspector who conducted a postaccident examination of the seaplane reported that he established flight control continuity and that there were no preaccident mechanical failures or malfunctions with the seaplane 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 pilot's improper decision to attempt to take off from a lake in high crosswind conditions, which resulted in the right wing lifting, the left wing impacting the water, and the airplane bouncing and then impacting the water hard.

Findings

Personnel issues	Decision making/judgment - Pilot
Personnel issues	Aircraft control - Pilot
Aircraft	Directional control - Not attained/maintained
Environmental issues	Crosswind - Effect on operation
Environmental issues	High wind - Effect on operation
Environmental issues	High wind - Decision related to condition
Environmental issues	Crosswind - Decision related to condition

Factual Information

History of Flight

Takeoff	Other weather encounter
Takeoff	Collision during takeoff/land (Defining event)
Takeoff	Abnormal runway contact

Pilot Information

Certificate:	Airline transport	Age:	66,Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land	Seat Occupied:	Unknown
Other Aircraft Rating(s):	None	Restraint Used:	Unknown
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Unknown	Last FAA Medical Exam:	
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	(Estimated) 20269 hours (Total, all aircraft), 92 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	Richard Silva	Registration:	N46SW
Model/Series:	Seawind 3000	Aircraft Category:	Airplane
Year of Manufacture:	1993	Amateur Built:	Yes
Airworthiness Certificate:	Experimental (Special)	Serial Number:	003
Landing Gear Type:	Amphibian	Seats:	2
Date/Type of Last Inspection:	October 5, 2018 100 hour	Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	279 Hrs as of last inspection	Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	IO-540-KIE5
Registered Owner:		Rated Power:	
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KMPO, 1916 ft msl	Distance from Accident Site:	2 Nautical Miles
Observation Time:	13:53 Local	Direction from Accident Site:	57°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	9 knots /	Turbulence Type Forecast/Actual:	None / None
Wind Direction:	40°	Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	30.07 inches Hg	Temperature/Dew Point:	11°C / 7°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Pocono Summit, PA	Type of Flight Plan Filed:	Unknown
Destination:		Type of Clearance:	Unknown
Departure Time:		Type of Airspace:	Class G

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	41.122501, -75.41333(est)

Administrative Information

Investigator In Charge (IIC):	Nepomuceno, Eleazar
Additional Participating Persons:	Joe Brown; FAA; Philadelphia, PA
Original Publish Date:	June 16, 2020
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=98484

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](#).