



# Aviation Investigation Final Report

<b>Location:</b>	Raquette Lake, New York	<b>Accident Number:</b>	GAA18CA570
<b>Date &amp; Time:</b>	September 24, 2018, 14:00 Local	<b>Registration:</b>	N52DA
<b>Aircraft:</b>	Aviat A1	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Loss of control on ground	<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

The pilot of the float-equipped airplane reported that, during approach to land on a lake, he aligned the airplane based on wind indications on the water as well as observing other seaplanes. After the water landing, while slowing and coming off the step, a wind gust lifted the airplane's right wing, the left float hit the water, and the airplane nosed over. The pilot and pilot-rated owner egressed and were rescued by boaters.

The airplane sustained substantial damage to the left wing lift strut.

The pilot reported that there were no preaccident mechanical failures or malfunctions with the airplane that would have precluded normal operation.

The pilot reported that the wind was from 090° at 10 knots, gusting to 15 knots. A weather station about 8 miles southwest of the accident site reported that, about the time of the accident, the wind was from 185° at 7.8 mph, gusting to 10.3 mph.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

The pilot's failure to maintain lateral control after landing on water in gusting wind conditions.

## Findings

<b>Aircraft</b>	Lateral/bank control - Not attained/maintained
<b>Personnel issues</b>	Aircraft control - Pilot
<b>Environmental issues</b>	Gusts - Effect on operation

## Factual Information

### History of Flight

<b>Landing</b>	Other weather encounter
<b>Landing</b>	Loss of control on ground (Defining event)
<b>Landing</b>	Dragged wing/rotor/float/other
<b>Landing</b>	Nose over/nose down

### Pilot Information

<b>Certificate:</b>	Commercial; Flight instructor	<b>Age:</b>	69,Male
<b>Airplane Rating(s):</b>	Single-engine land; Single-engine sea	<b>Seat Occupied:</b>	Front
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	5-point
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	Airplane single-engine	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 With waivers/limitations	<b>Last FAA Medical Exam:</b>	May 25, 2018
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	December 2, 2016
<b>Flight Time:</b>	(Estimated) 2260 hours (Total, all aircraft), 23 hours (Total, this make and model), 2186 hours (Pilot In Command, all aircraft), 63 hours (Last 90 days, all aircraft), 10 hours (Last 30 days, all aircraft), 2.2 hours (Last 24 hours, all aircraft)		

### Pilot-rated passenger Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	67,Male
<b>Airplane Rating(s):</b>	Single-engine sea	<b>Seat Occupied:</b>	Rear
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Unknown
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	BasicMed	<b>Last FAA Medical Exam:</b>	June 1, 2018
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	May 23, 2018
<b>Flight Time:</b>	(Estimated) 1679 hours (Total, all aircraft), 90 hours (Total, this make and model), 1520 hours (Pilot In Command, all aircraft), 15 hours (Last 90 days, all aircraft), 8 hours (Last 30 days, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Aviat	<b>Registration:</b>	N52DA
<b>Model/Series:</b>	A1 B	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>	1999	<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	2033
<b>Landing Gear Type:</b>	Retractable - N/A; Amphibian	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	May 1, 2018 Annual	<b>Certified Max Gross Wt.:</b>	2200 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	933.5 Hrs as of last inspection	<b>Engine Manufacturer:</b>	Lycoming
<b>ELT:</b>	C126 installed, not activated	<b>Engine Model/Series:</b>	O-360-A1P
<b>Registered Owner:</b>		<b>Rated Power:</b>	180 Horsepower
<b>Operator:</b>	On file	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	KSLK, 1663 ft msl	<b>Distance from Accident Site:</b>	39 Nautical Miles
<b>Observation Time:</b>	17:51 Local	<b>Direction from Accident Site:</b>	29°
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility:</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	5 knots /	<b>Turbulence Type Forecast/Actual:</b>	None / None
<b>Wind Direction:</b>	90°	<b>Turbulence Severity Forecast/Actual:</b>	N/A / N/A
<b>Altimeter Setting:</b>	30.45 inches Hg	<b>Temperature/Dew Point:</b>	16°C / 6°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Eagle Bay, NY	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Raquette Lake, NY	<b>Type of Clearance:</b>	VFR flight following
<b>Departure Time:</b>	13:45 Local	<b>Type of Airspace:</b>	Military operation area; Class G

## Wreckage and Impact Information

<b>Crew Injuries:</b>	2 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	2 None	<b>Latitude, Longitude:</b>	43.819999,-74.642219(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Benhoff, Kathryn
<b>Additional Participating Persons:</b>	Adina Papp; FAA; Albany, NY
<b>Original Publish Date:</b>	April 8, 2019
<b>Note:</b>	This accident report documents the factual circumstances of this accident as described to the NTSB.
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=98366">https://data.nts.gov/Docket?ProjectID=98366</a>

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