



National Transportation Safety Board Aviation Accident Final Report

Location:	Three Lakes, WI	Accident Number:	CEN10CA038
Date & Time:	11/01/2009, 1200 CST	Registration:	N4070Z
Aircraft:	PIPER PA-18-150	Aircraft Damage:	Substantial
Defining Event:	Abnormal runway contact	Injuries:	1 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The pilot reported that he was landing the float equipped airplane on a lake. The winds were light and the lake had about 3 inch ripples on the water. He reported that the touchdown appeared normal, but a few seconds later the right wing went up and the left wing dipped in the water. The left wing was bent upward and sustained substantial damage. A witness reported that he observed the airplane flying slow over the water in a left bank when the airplane “dropped into the lake” with the left wing hitting the water. The pilot reported there was no mechanical malfunction of the airplane.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's improper flare and touchdown during the water landing.

Findings

Personnel issues	Incorrect action performance - Pilot (Cause)
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Factual Information

History of Flight

Landing-flare/touchdown	Abnormal runway contact (Defining event)
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Pilot Information

Certificate:	Private	Age:	50
Airplane Rating(s):	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):	None	Toxicology Performed:	
Medical Certification:	Class 3	Last Medical Exam:	
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	1713 hours (Total, all aircraft), 26 hours (Total, this make and model), 11 hours (Last 90 days, all aircraft), 4 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Manufacturer:	PIPER	Registration:	N4070Z
Model/Series:	PA-18-150	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	18-8081
Landing Gear Type:	Float	Seats:	
Date/Type of Last Inspection:		Certified Max Gross Wt.:	1750 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Lycoming
ELT:	Not installed	Engine Model/Series:	O-320
Registered Owner:	James D. Diss	Rated Power:	150
Operator:	Richard Kluver	Air Carrier Operating Certificate:	None

Meteorological Information and Flight Plan

Observation Facility, Elevation:		Observation Time:	
Distance from Accident Site:		Condition of Light:	Day
Direction from Accident Site:		Conditions at Accident Site:	Visual Conditions
Lowest Cloud Condition:	Thin Broken / 4500 ft agl	Temperature/Dew Point:	4° C
Lowest Ceiling:	Broken / 5500 ft agl	Visibility	30 Miles
Wind Speed/Gusts, Direction:	Light and Variable, Variable	Visibility (RVR):	
Altimeter Setting:		Visibility (RVV):	
Precipitation and Obscuration:			
Departure Point:	Eagle River, WI (EGV)	Type of Flight Plan Filed:	None
Destination:	Three Lakes, WI	Type of Clearance:	None
Departure Time:	1200 CST	Type of Airspace:	

Airport Information

Airport:	Three Lakes Marina (40G)	Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	N/A	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Full Stop

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	
Total Injuries:	1 None		

Administrative Information

Investigator In Charge (IIC):	James P Silliman	Adopted Date:	03/03/2010
Additional Participating Persons:	Mike E Johnson; FAA-Milwaukee FSDO; Milwaukee, WI		
Publish Date:	03/03/2010		
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=75004		

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.