



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	Eagle Bay, NY	<b>Accident Number:</b>	ERA13CA353
<b>Date &amp; Time:</b>	08/02/2013, 1800 EDT	<b>Registration:</b>	N555AX
<b>Aircraft:</b>	PIPER/CUB CRAFTERS PA-18-150	<b>Injuries:</b>	1 Minor, 1 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Analysis

The pilot of the amphibian airplane reported that she was flying a visual approach to a lake, over mountainous terrain. On an approximate 3/4 mile final approach to the lake, she observed a boat near her intended landing area and performed a go-around to circle for another approach. During the go-around and turn, the pilot did not move the throttle lever to full power. About one-fourth through the turn, she noticed the airplane was descending and increased engine power. The airplane continued to descend and she increased engine power a second time; however, one of the airplane's floats contacted a tree and the airplane impacted the ground. The pilot further stated that the accident could have been prevented if she had flown a higher approach and increased the throttle to full engine power immediately during the go-around. Examination of the airplane by a Federal Aviation Administration inspector revealed substantial damage to the wings and the fuselage. The pilot reported no preimpact mechanical malfunctions with the airplane and the inspector did not observe any.

## Flight Events

Approach-VFR go-around - Controlled flight into terr/obj (CFIT)

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to set the engine throttle to full power during a go-around.

## Findings

Aircraft-Aircraft power plant-Engine controls-Power lever-Incorrect use/operation - C  
Personnel issues-Action/decision-Action-Incorrect action performance-Pilot - C

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	52
<b>Airplane Rating(s):</b>	Single-engine Land; Single-engine Sea	<b>Instrument Rating(s):</b>	Airplane
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	470 hours (Total, all aircraft), 46 hours (Total, this make and model), 8 hours (Last 90 days, all aircraft), 5 hours (Last 30 days, all aircraft), 0 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Manufacturer:</b>	PIPER/CUB CRAFTERS	<b>Registration:</b>	N555AX
<b>Model/Series:</b>	PA-18-150	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	DEW DONALD H	<b>Engine Manufacturer:</b>	LYCOMING
<b>Air Carrier Operating Certificate:</b>	None	<b>Engine Model/Series:</b>	O-360
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Meteorological Information and Flight Plan

<b>Observation Facility, Elevation:</b>	GTB, 688 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Lowest Ceiling:</b>	None
<b>Condition of Light:</b>	Day	<b>Wind Speed/Gusts, Direction:</b>	8 knots, 260°
<b>Temperature:</b>	22° C / 15° C	<b>Visibility</b>	10 Miles
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Inlet, NY (NONE)	<b>Destination:</b>	Eagle Bay, NY

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Minor	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Robert J Gretz	<b>Adopted Date:</b>	09/05/2013
<b>Note:</b>	This accident report documents the factual circumstances of this accident as described to the NTSB.		
<b>Investigation Docket:</b>	<a href="http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=87695">http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=87695</a>		

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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.