



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	Lakeport, CA	<b>Accident Number:</b>	GAA19CA528
<b>Date &amp; Time:</b>	09/07/2019, 1600 PDT	<b>Registration:</b>	N16XC
<b>Aircraft:</b>	SIAI-MARCHETTI SM 1019	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Aerodynamic stall/spin	<b>Injuries:</b>	2 Minor
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## Analysis

The pilot of the float-equipped airplane reported that, while taking off from a lake, the airplane accelerated, became airborne and that, about 40 ft above the water, he retracted the flaps. The airplane pitched down, and the left wing dropped. He attempted to correct to no avail, and the airplane impacted the water.

The airplane sustained substantial damage to the fuselage, empennage, and both wings.

The pilot reported that there were no preaccident mechanical failures or malfunctions with the airplane that would have precluded normal operation. He added that he believed P factor caused the left roll because the airplane aerodynamically stalled and would not correct despite his attempts to do so. He also stated that he had accrued 5 hours in the airplane make and model, 2 hours of which occurred in the preceding 30 days.

The pilot reported that it was a very windy, gusty day and that the wind was variable. An automated weather observation station located 15 miles west of the accident site reported that, about the time of the accident, the wind was from 300° at 14 knots, gusting to 20 knots. The airplane was departing to the south.

## Probable Cause and Findings

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

The pilot's exceedance of the airplane's critical angle of attack during takeoff in gusting, variable wind conditions, which resulted in a loss of airplane control and subsequent impact with water.

## Findings

<b>Aircraft</b>	Angle of attack - Not attained/maintained (Cause)
<b>Personnel issues</b>	Aircraft control - Pilot (Cause) Total experience - Pilot
<b>Environmental issues</b>	Gusts - Effect on operation (Cause) Variable wind - Effect on operation (Cause)

## Factual Information

### History of Flight

Takeoff	Aerodynamic stall/spin (Defining event) Attempted remediation/recovery
Uncontrolled descent	Collision with terr/obj (non-CFIT)

### Pilot Information

Certificate:	Private	Age:	72, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land; Single-engine Sea	Seat Occupied:	Front
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 With Waivers/Limitations	Last FAA Medical Exam:	04/12/2019
Occupational Pilot:	No	Last Flight Review or Equivalent:	01/09/2019
Flight Time:	(Estimated) 7777 hours (Total, all aircraft), 5 hours (Total, this make and model), 7777 hours (Pilot In Command, all aircraft), 64 hours (Last 90 days, all aircraft), 27 hours (Last 30 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

Aircraft Make:	SIAI-MARCHETTI	Registration:	N16XC
Model/Series:	SM 1019	Aircraft Category:	Airplane
Year of Manufacture:	1979	Amateur Built:	No
Airworthiness Certificate:	Experimental	Serial Number:	045
Landing Gear Type:	Amphibian	Seats:	2
Date/Type of Last Inspection:	06/03/2019, Annual	Certified Max Gross Wt.:	2800 lbs
Time Since Last Inspection:		Engines:	1 Turbo Prop
Airframe Total Time:	1639.05 Hours at time of accident	Engine Manufacturer:	Allison
ELT:	C126 installed, not activated	Engine Model/Series:	250-B15G
Registered Owner:	Pacific Coast Air Museum	Rated Power:	
Operator:	On file	Operating Certificate(s) Held:	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	KUKI, 626 ft msl	Distance from Accident Site:	15 Nautical Miles
Observation Time:	2256 UTC	Direction from Accident Site:	291°
Lowest Cloud Condition:	Clear	Visibility	10 Miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	14 knots / 20 knots	Turbulence Type Forecast/Actual:	None / None
Wind Direction:	300°	Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	29.99 inches Hg	Temperature/Dew Point:	22° C / 11° C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Lakeport, CA	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1554 PDT	Type of Airspace:	Class G

## Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	1 Minor	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Minor	Latitude, Longitude:	39.039444, -122.907778 (est)

## Administrative Information

Investigator In Charge (IIC):	Eric M Gutierrez	Report Date:	02/11/2020
Additional Participating Persons:	Kevin R Sullivan; FAA; Sacramento, CA		
Publish Date:	02/11/2020		
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.		
Investigation Docket:	<a href="http://dms.ntsb.gov/pubdms/search/dockList.cfm?mKey=100217">http://dms.ntsb.gov/pubdms/search/dockList.cfm?mKey=100217</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. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).