



Aviation Investigation Final Report

Location:	Duluth, Minnesota	Accident Number:	CEN20LA207
Date & Time:	June 3, 2020, 16:30 Local	Registration:	N838BA
Aircraft:	Icon A5	Aircraft Damage:	Substantial
Defining Event:	Aircraft inspection event	Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot taxied the amphibian airplane downwind on the water for takeoff. When facing into the wind, he applied full power; about 5 seconds later, he heard a "loud bang." The propeller blades separated and penetrated the fuselage, resulting in substantial damage to the airplane's fuselage.

The pilot reported that, immediately before the accident flight, he had placed a portable speaker on the top of the airplane and did not recall removing the speaker before departure. The pilot stated, "the speaker must have rolled over the engine compartment and into the propellers." It is likely that the audio speaker, which was left on the airplane, struck the propeller blades, which resulted in the propeller blades separating from the propeller and penetrating the fuselage.

Probable Cause and Findings

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

The pilot's failure to remove an object from the airplane's exterior, which impacted the propeller blades when he applied full power, causing them to fracture and damage the airplane.

Findings

Personnel issues	Forgotten action/omission - Pilot
Environmental issues	Debris/dirt/foreign object - Contributed to outcome
Aircraft	Propeller blade section - Damaged/degraded
Environmental issues	Debris/dirt/foreign object - Effect on equipment

Factual Information

History of Flight

Prior to flight	Aircraft inspection event (Defining event)
Takeoff	Part(s) separation from AC

On June 3, 2020, about 1630 central daylight time, an ICON A5 amphibian airplane, N838BA, was substantially damaged when it was involved in an accident near the Sky Harbor Airport (DYT), Duluth, Minnesota. The pilot and passenger were not injured. The airplane was operated as a Title 14 *Code of Federal Regulations* Part 91 personal flight.

According to the pilot, he taxied downwind on the water for takeoff. When facing into the wind, he applied full power and about 5 seconds later, heard a "loud bang". He shut down the engine, climbed out, looked back, and saw that all 3 propeller blades were missing. At this point, the airplane started to sink. He and his passenger donned life jackets and evacuated the airplane.

Substantial damage was noted to the airplane's fuselage, including holes in the hull.

Several days later, the pilot recalled that before he taxied out, they washed the airplane. During the wash, he had placed a portable speaker on the top of the airplane to listen to some music while they worked. He did not recall putting the speaker away before departure. The pilot added, "that the speaker must have rolled over the engine compartment and into the propellers ..."

During a telephone conversation with the National Transportation Safety Board Investigator In Charge, the pilot stated that he has not since located the speaker.

Pilot Information

Certificate:	Private; Sport Pilot	Age:	45
Airplane Rating(s):	Single-engine land; Single-engine sea	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Without waivers/limitations	Last FAA Medical Exam:	May 1, 2020
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:			

Aircraft and Owner/Operator Information

Aircraft Make:	Icon	Registration:	N838BA
Model/Series:	A5	Aircraft Category:	Airplane
Year of Manufacture:	2019	Amateur Built:	
Airworthiness Certificate:	Special light-sport (Special)	Serial Number:	00114
Landing Gear Type:	Amphibian	Seats:	2
Date/Type of Last Inspection:	January 30, 2020 Condition	Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	Reciprocating
Airframe Total Time:	125.6 Hrs at time of accident	Engine Manufacturer:	Rotax
ELT:	C126 installed, not activated	Engine Model/Series:	912 IS
Registered Owner:	On file	Rated Power:	100
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:	KDYT	Distance from Accident Site:	
Observation Time:	16:35 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	7 miles
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	3 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	50°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.79 inches Hg	Temperature/Dew Point:	23°C / 4°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Duluth, MN (KDYT)	Type of Flight Plan Filed:	None
Destination:	Duluth, MN (KDYT)	Type of Clearance:	None
Departure Time:		Type of Airspace:	

Airport Information

Airport:	Sky Harbor Airport KDYT	Runway Surface Type:	
Airport Elevation:	610 ft msl	Runway Surface Condition:	Unknown
Runway Used:		IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	None

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:	46.725276,-92.048057(est)

Administrative Information

Investigator In Charge (IIC):	Hatch, Craig
Additional Participating Persons:	Edward Martin; FAA FSDO; Minneapolis, MN
Original Publish Date:	May 5, 2021
Last Revision Date:	
Investigation Class:	Class 3
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=101380

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