



# Aviation Investigation Final Report

<b>Location:</b>	Fowler, New York	<b>Accident Number:</b>	ERA13LA329
<b>Date &amp; Time:</b>	July 17, 2013, 17:30 Local	<b>Registration:</b>	N175TS
<b>Aircraft:</b>	KRIPS JACK E JR KOLB MK III	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Nose over/nose down	<b>Injuries:</b>	1 Serious
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

The pilot of the experimental, amateur-built, amphibian airplane was seriously injured and could not recall the accident; however, he did remember that he intended to take off from the lake, circle it at 1,000 feet above ground level, and then land on the lake. A witness on the lake reported that the airplane was performing takeoffs and landings on the lake and that, during the approach for another landing, the nose dropped, and the airplane subsequently impacted the water. Examination of the wreckage confirmed flight control continuity and did not reveal any preimpact mechanical malfunctions that would have precluded normal operation.

## Probable Cause and Findings

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

The pilot's improper landing flare, which resulted in a nose-down collision with water.

## Findings

<b>Personnel issues</b>	Aircraft control - Pilot
<b>Aircraft</b>	Landing flare - Not attained/maintained

# Factual Information

## History of Flight

Landing	Nose over/nose down (Defining event)
Landing	Collision with terr/obj (non-CFIT)

On July 17, 2013, about 1730 eastern daylight time, an experimental, amateur-built Kolb MK III amphibian airplane, N175TS, operated by a private individual, was substantially damaged while landing on Sylvia Lake, Fowler, New York. The airline transport pilot was seriously injured. The personal flight was conducted under the provisions of 14 Code of Federal Regulations Part 91. Visual meteorological conditions prevailed and no flight plan was filed for the local flight that originated from Sylvia Lake about 1720.

The pilot was seriously injured in the accident and could not recall the time period from about 2 hours prior to the accident, until 10 days after the accident. The pilot added that although he could not recall the accident, he remembered that his intention was to complete a local flight after not flying for about 2 weeks. The pilot intended to takeoff, circle the lake at 1,000 feet above ground level, then return and land on the lake. The pilot also reported a total flight experience of 12,000 hours; of which, 100 hours were in the same make and model as the accident airplane. The pilot had flown about 5 hours and 2 hours, all in the accident airplane, during the 90-day and 30-day periods preceding the accident, respectively.

A witness, who was riding a personal watercraft on the lake, reported that the airplane was performing takeoffs and landings. During short final approach, as the airplane was nearing the southern shore, the nose lowered and the airplane impacted the water. The witness and another boat operator assisted the pilot out of the airplane.

Examination of the wreckage by a Federal Aviation Administration inspector revealed substantial damage to both wings and the fuselage. The inspector was able to confirm flight control continuity and did not observe any preimpact mechanical malfunctions.

The two-seat, high wing, experimental amateur-built airplane, serial number 8906, was assembled in 1998 and equipped with a Rotax 80-horsepower engine. The airplane's most recent annual condition inspection was completed in May, 2013. At that time, the airplane had accumulated 235 total hours of operation and the engine had accumulated 35 hours of operation since new. The airplane had flown an additional 5 hours, from the time of the most recent inspection, until the accident.

The recorded weather at an airport located about 15 miles southwest of the accident site, at 1758, included wind from 250 degrees at 7 knots, sky clear, and visibility 9 miles.

## Pilot Information

<b>Certificate:</b>	Airline transport; Commercial	<b>Age:</b>	63
<b>Airplane Rating(s):</b>	Single-engine land; Multi-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	3-point
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 With waivers/limitations	<b>Last FAA Medical Exam:</b>	May 30, 2013
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	January 1, 2005
<b>Flight Time:</b>	12000 hours (Total, all aircraft), 100 hours (Total, this make and model), 4000 hours (Pilot In Command, all aircraft), 5 hours (Last 90 days, all aircraft), 2 hours (Last 30 days, all aircraft), 0 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	KRIPS JACK E JR	<b>Registration:</b>	N175TS
<b>Model/Series:</b>	KOLB MK III	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	Yes
<b>Airworthiness Certificate:</b>	Experimental (Special)	<b>Serial Number:</b>	8906
<b>Landing Gear Type:</b>	Retractable -	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	May 1, 2013 Condition	<b>Certified Max Gross Wt.:</b>	1000 lbs
<b>Time Since Last Inspection:</b>	5 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	240 Hrs at time of accident	<b>Engine Manufacturer:</b>	Rotax
<b>ELT:</b>	Not installed	<b>Engine Model/Series:</b>	912
<b>Registered Owner:</b>	KRAKER LAWRENCE L	<b>Rated Power:</b>	80 Horsepower
<b>Operator:</b>	KRAKER LAWRENCE L	<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>	GTB,688 ft msl	<b>Distance from Accident Site:</b>	15 Nautical Miles
<b>Observation Time:</b>	17:58 Local	<b>Direction from Accident Site:</b>	240°
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	9 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	7 knots / None	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	250°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30.06 inches Hg	<b>Temperature/Dew Point:</b>	30°C / 24°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Fowler, NY	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Fowler, NY	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	17:20 Local	<b>Type of Airspace:</b>	

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Serious	<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>	1 Serious	<b>Latitude, Longitude:</b>	44.254165,-75.412223(est)

## Administrative Information

Investigator In Charge (IIC):	Gretz, Robert
Additional Participating Persons:	Timothy B Shaver; FAA/FSDO; Albany, NY
Original Publish Date:	July 30, 2014
Last Revision Date:	
Investigation Class:	<a href="#">Class</a>
Note:	
Investigation Docket:	<a href="https://data.nts.gov/Docket?ProjectID=87525">https://data.nts.gov/Docket?ProjectID=87525</a>

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