



Aviation Investigation Final Report

Location:	Sault Ste Marie, Michigan	Accident Number:	CEN14LA492
Date & Time:	September 4, 2014, 12:30 Local	Registration:	CFBCA
Aircraft:	Campbell SUPER BEARHAWK	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported that he was attempting to land the airplane on a lake and that he misjudged the height of the airplane above the water, which he described as "glassy." During the touchdown, the left float "dug in," and the airplane subsequently nosed over. It is likely that the glassy water conditions adversely affected the pilot's depth perception, which led to his subsequent failure to judge the height above the water.

Probable Cause and Findings

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

The pilot's inadequate flare during landing on water with a glassy condition, which resulted in the airplane nosing over.

Findings

Aircraft	Landing flare - Not attained/maintained
Environmental issues	Glassy surface - Effect on personnel
Personnel issues	Aircraft control - Pilot

Factual Information

History of Flight

Landing	Loss of control on ground (Defining event)
Landing	Nose over/nose down
Landing	Collision with terr/obj (non-CFIT)

On September 4, 2014, about 1230 eastern daylight time, an experimental amateur-built Campbell Super Bearhawk, CFBCA, nosed over during landing on Lake George near Sault Ste Marie, Michigan. The recreational pilot was uninjured. The airplane sustained substantial damage to the wing. The airplane was registered to and operated by the pilot under the provisions of 14 CFR Part 91 as a personal flight. Visual meteorological conditions prevailed for the flight that was not operating on a flight plan. The flight departed from the Ste Marie River at 1145, and was destined for Lake George near Sault Ste Marie, Michigan.

The pilot reported that he was attempting a landing on Lake George when he misjudged the height of the airplane above the water, which he described as glassy. During the touchdown, the left float "dug in" and the airplane nosed over.

Pilot Information

Certificate:	Recreational	Age:	70
Airplane Rating(s):	Single-engine land; Single-engine sea	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	3-point
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 With waivers/limitations	Last FAA Medical Exam:	May 16, 2014
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	(Estimated) 129 hours (Total, all aircraft), 64 hours (Total, this make and model), 69 hours (Pilot In Command, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Campbell	Registration:	CFBCA
Model/Series:	SUPER BEARHAWK	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	Yes
Airworthiness Certificate:	Experimental (Special)	Serial Number:	RNC 469
Landing Gear Type:	Float	Seats:	2
Date/Type of Last Inspection:	June 28, 2014 Condition	Certified Max Gross Wt.:	3200 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	43.25 Hrs at time of accident	Engine Manufacturer:	Continental
ELT:	Installed, not activated	Engine Model/Series:	IO-470E
Registered Owner:	Pilot	Rated Power:	255 Horsepower
Operator:	Pilot	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	CIU,799 ft msl	Distance from Accident Site:	15 Nautical Miles
Observation Time:	14:15 Local	Direction from Accident Site:	180°
Lowest Cloud Condition:	Clear	Visibility	8 miles
Lowest Ceiling:	Overcast / 1500 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	3 knots /	Turbulence Type Forecast/Actual:	/ None
Wind Direction:	250°	Turbulence Severity Forecast/Actual:	/ N/A
Altimeter Setting:	29.93 inches Hg	Temperature/Dew Point:	21°C / 20°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Sault St. Marie, MI	Type of Flight Plan Filed:	None
Destination:	Sault St. Marie, MI	Type of Clearance:	None
Departure Time:	11:45 Local	Type of Airspace:	

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	46.480056,-84.360916(est)

Administrative Information

Investigator In Charge (IIC):	Gallo, Mitchell
Additional Participating Persons:	Marc Webber; Federal Aviation Administration; GRR FSDO; Grand Rapids, MI
Original Publish Date:	March 10, 2015
Last Revision Date:	
Investigation Class:	Class
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=90054

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The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).