



Aviation Investigation Final Report

Location:	Pelican Lake, Wisconsin	Accident Number:	GAA15CA279
Date & Time:	September 22, 2015, 17:00 Local	Registration:	N896CB
Aircraft:	BRUNZLICK LARRY R SEAWIND 3000 EXPERIM	Aircraft Damage:	Substantial
Defining Event:	Abnormal runway contact	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported that he was practicing landings on a lake in his experimental amateur-built amphibious airplane. During the accident landing, he reported that the airplane "skipped slightly about 2 feet off the water, I held attitude and let it come down again but I accidentally let the left wing tip sponson settle onto the water while still going at about 55 knots." The airplane started to turn to the left, the sponson dug in more, and he reported that he did not correct the situation quickly enough. The airplane turned 180 degrees before coming to rest. Once the airplane was towed to shore, substantial damage was noticed to both wing sponsons and the rudder.

The pilot reported there were no pre-impact mechanical failures or malfunctions with the airframe or engine 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: Abnormal runway contact which precipitated a loss of directional control and impact with water.

Findings

Personnel issues

Aircraft control - Pilot

Aircraft

Lateral/bank control - Not attained/maintained

Factual Information

History of Flight

Landing-landing roll	Abnormal runway contact (Defining event)
Landing-landing roll	Attempted remediation/recovery
Landing-landing roll	Loss of control on ground
Landing-landing roll	Collision during takeoff/land

Pilot Information

Certificate:	Private	Age:	61
Airplane Rating(s):	Single-engine land; Single-engine sea	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	3-point
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 With waivers/limitations	Last FAA Medical Exam:	August 19, 2014
Occupational Pilot:	No	Last Flight Review or Equivalent:	June 30, 2015
Flight Time:	(Estimated) 2601 hours (Total, all aircraft), 119 hours (Total, this make and model), 2361 hours (Pilot In Command, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BRUNZLICK LARRY R	Registration:	N896CB
Model/Series:	SEAWIND 3000 EXPERIM NO SERIES	Aircraft Category:	Airplane
Year of Manufacture:	2012	Amateur Built:	Yes
Airworthiness Certificate:	Normal; Experimental (Special)	Serial Number:	093
Landing Gear Type:	Amphibian	Seats:	4
Date/Type of Last Inspection:	September 17, 2015 Annual	Certified Max Gross Wt.:	3600 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	125 Hrs at time of accident	Engine Manufacturer:	Barrett Precision Engines
ELT:	C126 installed, not activated	Engine Model/Series:	IO-540X
Registered Owner:	BRUNZLICK LARRY R.	Rated Power:	291 Horsepower
Operator:	BRUNZLICK LARRY R.	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KRHI, 1624 ft msl	Distance from Accident Site:	14 Nautical Miles
Observation Time:	21:53 Local	Direction from Accident Site:	303°
Lowest Cloud Condition:		Visibility	10 miles
Lowest Ceiling:	Overcast / 1800 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/ None
Wind Direction:		Turbulence Severity Forecast/Actual:	/ N/A
Altimeter Setting:	30.19 inches Hg	Temperature/Dew Point:	18°C / 15°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	MEDFORD, WI (MDZ)	Type of Flight Plan Filed:	None
Destination:	Pelican Lake, WI	Type of Clearance:	None
Departure Time:	16:15 Local	Type of Airspace:	Class G

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:	45.503055,-89.196388(est)

Administrative Information

Investigator In Charge (IIC):	Hodges, Michael
Additional Participating Persons:	Timothy H Anderson; FAA Milwaukee FSDO; Milwaukee, WI
Original Publish Date:	December 3, 2015
Last Revision Date:	
Investigation Class:	Class
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=92078

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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](#).