



U.S. Department  
of Transportation  
**Federal Aviation  
Administration**

Flight Standards District Office  
[REDACTED]  
Milwaukee, WI 53207

06/1//2017

Inspector Spreen's Statement:

Interviewed Beth Goldbach, pilot, in person on the accident that took place 5/27/2017 on Lake Tomahawk, WI. PBR was mailed.

- **NTSB Investigator, Todd Fox, is the Inspector in Charge for this accident and his role is to determine the cause. I am the FAA inspector and my role is to collect the evidence and present it to the NTSB. Do you understand?** Yes
- **What direction did you land?** Landed to the Northwest
- **What were the wind and water conditions?** The winds were maybe 6 knots and the water had tiny ripples
- **Did you verify that the aircraft was configured for a water landing?** Yes
- **How was the landing?** Thought it was normal but as I touched down, it flipped immediately
- **Did you use flaps?** No
- **Did you use a check list?** No
- **Do you have a checklist?** I'm sure I do but it must have gotten lost in the water but, I'm very familiar with the plane
- **What was your landing speed?** 70 to 80 MPH
- **Did you use flaps?** No
- **Do you have your pilot's logbook?** I can't find
- **Was it with you in the plane?** No
- **When was your last BFR?** I think April or May of 2015
- **Who gave you the BFR?** Someone in Hawaii. I think his name is Mark Buntin?

She was very apprehensive and took her some time to feel comfortable talking to me.

She mentioned that this was the first flight since moving it to RHI for an annual last fall. She picked it up on 5/27/17 and flew from RHI to Lake Tomahawk.

I interviewed the mechanic, Mark Krupka, at Rhinelander Flying Service. Mark performed the annual inspection on the aircraft. He mentioned that he witnessed damage to her floats last summer. He saw her pull up in front of RHI FBO and noticed the right front float strut broken. He told her about it and she was surprised to see it. He assumed it was from a hard landing.

Mark said he came to her for a BFR but refused because he felt she was unsafe.

The aircraft registration is expired. I asked Mark if he saw that during the annual inspection and he said yes. He told her that it was and she said she was taking care of it.

As of 6/14/17, Beth has not returned any call from the NTSB and is not cooperating with the investigation.

Timothy K  
Spreen

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