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.

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

Probable Cause
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-Aircraft oper/perf/capability-Performance/control parameters-Landing flare-Not attained/maintained - C
Personnel issues-Task performance-Use of equip/info-Aircraft control-Pilot - C
Environmental issues-Physical environment-Runway/land/takeoff/taxi surface-Glassy-Effect on personnel
The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report.