



National Transportation Safety Board Aviation Accident Factual Report

Location:	RAYMOND, NE	Accident Number:	CHI00LA035
Date & Time:	12/02/1999, 1045 CST	Registration:	N1756R
Aircraft:	Cessna A185F	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

On December 2, 1999, at 1045 central standard time (All times CST), a Cessna A185F, N1756R, piloted by an airline transport pilot, was destroyed during a water landing on Branched Oak Lake near Raymond, Nebraska. The personal flight was operating under 14 CFR Part 91. Visual Meteorological Conditions prevailed during the flight. No flight plan was on file. The pilot and passenger reported no injuries. The flight originated as a local flight from Lincoln Municipal Airport, near Lincoln, Nebraska, at 1027.

In his written statement, the pilot stated that he had performed some maintenance on the airplane and decided to perform a local test flight. He said that he recalled telling an air traffic controller that he had no intentions of landing on the water. As he got closer to the lake, he said, "With the past maintenance work, Lake completely abandoned and good water conditions I elected to land at the lake and double check floats for leaking, Hydraulic leaking and inspect cyl for any possible oil leaks that could be occurring." The pilot stated that he observed the shoreline through the right window to offset the glassy water conditions. He said, "The touch down was smooth but after a short run as I started to reduce power the plane yawed sharply to the right followed by a feeling like of the right float being pulled out from under the ship and with in a split second I felt the right wing go down and the nose was slammed into the water with the window being broken out and a real shot of water entered the cabin." The pilot said that he did not recall the airplane being cartwheeled. He said, "I truly feel that I might have hit something in the water. It seems that should be impossible in a lake like this but I feel that if there is damage to the right float then I am sure that the sharp Yaw to the right should be related to that damage. If the right float shows no damage then I would use an educated guess that Pilot error should be considered."

At 1054, the Lincoln Municipal Airport, Lincoln, Nebraska weather was: Wind 220 degrees at 4 knots; visibility 4 statute miles; present weather mist; sky condition scattered 2,100 feet; temperature 9 degrees C; dew point 7 degrees C; altimeter 29.75 inches of mercury.

The passenger said, "The weather conditions throughout the flight were calm, dry and hazy. The visibility was good enough that I was able to see across the entire lake and there was no wind blowing as we landed or when we were waiting for help to arrive."

A review of the pilot's logbook revealed .2 hours of flight time in the accident type aircraft in the last 90 days. The logbook did not list any water landings within the last 90 days.

A Federal Aviation Administration inspector performed an on-scene examination. The inspector said, "An on scene investigation of the aircraft and crash site did not indicate any pre-impact damage to the aircraft or amphibian floats." The float's landing gear was found retracted.

Pilot Information

Certificate:	Airline Transport; Flight Instructor; Commercial	Age:	62, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land; Single-engine Sea	Seat Occupied:	Left
Other Aircraft Rating(s):	Helicopter	Restraint Used:	Seatbelt
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane Multi-engine; Airplane Single-engine; Helicopter; Instrument Airplane	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	08/20/1999
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	37000 hours (Total, all aircraft), 250 hours (Total, this make and model), 45 hours (Last 90 days, all aircraft), 30 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N1756R
Model/Series:	A185F A185F	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	18502476
Landing Gear Type:	Amphibian	Seats:	6
Date/Type of Last Inspection:	01/11/1999, Annual	Certified Max Gross Wt.:	3100 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Continental
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	IO-520
Registered Owner:	LAWRENCE W. BAUSCH	Rated Power:	285 hp
Operator:	LAWRENCE W. BAUSCH	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	LNK, 1214 ft msl	Distance from Accident Site:	10 Nautical Miles
Observation Time:	1054 CST	Direction from Accident Site:	130°
Lowest Cloud Condition:	Scattered / 2100 ft agl	Visibility	4 Miles
Lowest Ceiling:	Unknown / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	220°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	9°C / 7°C
Precipitation and Obscuration:			
Departure Point:	LINCOLN, NE (LNK)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1027 CST	Type of Airspace:	Class G

Airport Information

Airport:		Runway Surface Type:	Water
Airport Elevation:		Runway Surface Condition:	Water--glassy
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Full Stop

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	EDWARD F MALINOWSKI
Additional Participating Persons:	JOE HOLLIER; LINCOLN, NE
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .