



# National Transportation Safety Board Aviation Accident Final Report

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

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## Analysis

The pilot performed a local maintenance test flight. He said he had no intentions of landing on the water. He got closer to the lake where he elected to land and double check the floats. The pilot observed the shoreline through the right window to offset the glassy water conditions. He said that the touch down was smooth, the plane yawed to the right, and the right float felt like it was being pulled out from under the airplane. He stated he felt the right wing go down and the nose slam into the water. The window was broken out and water entered the cabin. He said he may of hit something in the water. He said, 'If the right float shows no damage then I would use an educated guess that Pilot error should be considered.' The logbook indicated .2 hours of flight time in the accident type aircraft in the last 90 days and the logbook did not list any water landings within the last 90 days. A Federal Aviation Administration inspector examined the airplane, the lake, and 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.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the pilot's lack of recent experience in the type of aircraft and type of operation, and the pilot not maintaining directional control. A finding was the glassy condition of the water.

## Findings

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Occurrence #1: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER  
Phase of Operation: LANDING

### Findings

1. TERRAIN CONDITION - WATER, GLASSY
2. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
3. (C) LACK OF RECENT EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
4. (C) LACK OF RECENT EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND

## Factual Information

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

<b>Certificate:</b>	Airline Transport; Flight Instructor; Commercial	<b>Age:</b>	62, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land; Single-engine Sea	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	Helicopter	<b>Restraint Used:</b>	Seatbelt
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	Airplane Multi-engine; Airplane Single-engine; Helicopter; Instrument Airplane	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 Valid Medical--w/ waivers/lim.	<b>Last FAA Medical Exam:</b>	08/20/1999
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	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

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	N1756R
<b>Model/Series:</b>	A185F A185F	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	18502476
<b>Landing Gear Type:</b>	Amphibian	<b>Seats:</b>	6
<b>Date/Type of Last Inspection:</b>	01/11/1999, Annual	<b>Certified Max Gross Wt.:</b>	3100 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	Continental
<b>ELT:</b>	Installed, activated, did not aid in locating accident	<b>Engine Model/Series:</b>	IO-520
<b>Registered Owner:</b>	LAWRENCE W. BAUSCH	<b>Rated Power:</b>	285 hp
<b>Operator:</b>	LAWRENCE W. BAUSCH	<b>Operating Certificate(s) Held:</b>	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	Report Date:	11/30/2000
Additional Participating Persons:	JOE HOLLIER; LINCOLN, NE		
Publish Date:			
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 <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

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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. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).