



# National Transportation Safety Board Aviation Accident Data Summary

<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>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## 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

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

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

## Pilot Information

<b>Certificate:</b>	Airline Transport; Flight Instructor; Commercial	<b>Age:</b>	62
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land; Single-engine Sea	<b>Instrument Rating(s):</b>	Airplane
<b>Other Aircraft Rating(s):</b>	Helicopter	<b>Instructor Rating(s):</b>	Airplane Multi-engine; Airplane Single-engine; Helicopter; Instrument Airplane
<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>Engines:</b>	1 Reciprocating
<b>Operator:</b>	LAWRENCE W. BAUSCH	<b>Engine Manufacturer:</b>	Continental
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	IO-520
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	LNK, 1214 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	Unknown / 0 ft agl	<b>Wind Speed/Gusts, Direction:</b>	4 knots / , 220°
<b>Temperature:</b>	9°C	<b>Visibility</b>	4 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	LINCOLN, NE (LNK)	<b>Destination:</b>	

## Airport Information

<b>Airport:</b>		<b>Runway Surface Type:</b>	Water
<b>Runway Used:</b>	0	<b>Runway Surface Condition:</b>	Water--glassy
<b>Runway Length/Width:</b>			

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Latitude, Longitude:</b>			

## Administrative Information

Investigator In Charge (IIC): EDWARD F MALINOWSKI      Adopted Date: 11/30/2000

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](mailto:pubinq@ntsb.gov), or at 800-877-6799. Dockets released after this date are available at <http://dms.nts.gov/pubdms/>.

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