



# National Transportation Safety Board Aviation Accident Final Report

---

<b>Location:</b>	Rangeley Lake, ME	<b>Accident Number:</b>	GAA19CA513
<b>Date &amp; Time:</b>	08/22/2019, 1939 UTC	<b>Registration:</b>	N1920Q
<b>Aircraft:</b>	Cessna A185	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Loss of control in flight	<b>Injuries:</b>	2 Minor
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

---

## Analysis

The pilot reported that, while departing from a lake, the float-equipped airplane was not "gaining airspeed as usual" and that the takeoff run was taking "longer." Before attempting to abort the takeoff, the left float lifted off the water, followed by the right float. While in ground effect, the floatplane started to roll right. The pilot corrected with full left aileron, but the floatplane continued to roll right. He then reduced power and applied 40° of flaps, but the floatplane continued to roll right, so he increased the throttle to full, and the right wing impacted the water. The airplane sustained substantial damage to the right wing. The pilot reported that the floatplane impacted rocks while he was back taxiing to the dock after a previous flight but that he did not realize the floats had been damaged. Before the accident flight, he conducted a preflight inspection and did not find any residual water in the floats, but he did not examine the bottom of the floats because they were submerged in water. Photographs showed that the right float's keel was damaged.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

The pilot's inadequate preflight inspection of the floats, which led to his subsequent attempt to depart from a lake with damaged floats and led to a loss of roll control and the right wing impacting the water.

## Findings

<b>Aircraft</b>	Lateral/bank control - Not attained/maintained (Cause)
<b>Personnel issues</b>	Preflight inspection - Pilot (Factor) Decision making/judgment - Pilot
<b>Environmental issues</b>	Hidden/submerged object - Effect on equipment (Cause)

## Factual Information

### History of Flight

<b>Takeoff</b>	Aerodynamic stall/spin Loss of control in flight (Defining event) Collision with terr/obj (non-CFIT)
----------------	--

### Pilot Information

<b>Certificate:</b>	Airline Transport; Flight Engineer	<b>Age:</b>	69, 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>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 With Waivers/Limitations	<b>Last FAA Medical Exam:</b>	12/14/2018
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	06/17/2019
<b>Flight Time:</b>	(Estimated) 22824 hours (Total, all aircraft), 2099 hours (Total, this make and model), 16659 hours (Pilot In Command, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	N1920Q
<b>Model/Series:</b>	A185 F	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>	1977	<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	18503502
<b>Landing Gear Type:</b>	Amphibian; Float	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	08/13/2019, 100 Hour	<b>Certified Max Gross Wt.:</b>	3525 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	2582 Hours at time of accident	<b>Engine Manufacturer:</b>	Continental
<b>ELT:</b>	C126 installed, not activated	<b>Engine Model/Series:</b>	IO-520-D
<b>Registered Owner:</b>	Acadian Aircraft Leasing Llc	<b>Rated Power:</b>	300 hp
<b>Operator:</b>	Acadian Aircraft Leasing Llc	<b>Operating Certificate(s) Held:</b>	On-demand Air Taxi (135)
<b>Operator Does Business As:</b>	Acadian Seaplanes, LLC	<b>Operator Designator Code:</b>	6KDA

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	K8B0, 1825 ft msl	Distance from Accident Site:	2 Nautical Miles
Observation Time:	1915 UTC	Direction from Accident Site:	358°
Lowest Cloud Condition:	Scattered / 7000 ft agl	Visibility	10 Miles
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	None / None
Wind Direction:	290°	Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	29.84 inches Hg	Temperature/Dew Point:	24° C / 15° C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Rangeley, ME (M57)	Type of Flight Plan Filed:	Company VFR
Destination:	Bangor, ME (BGR)	Type of Clearance:	None
Departure Time:	1519 EDT	Type of Airspace:	Class G

## Airport Information

Airport:	Rangeley Lake (M57)	Runway Surface Type:	Water
Airport Elevation:	1518 ft	Runway Surface Condition:	Water--choppy
Runway Used:	24W	IFR Approach:	None
Runway Length/Width:	7000 ft / 1000 ft	VFR Approach/Landing:	None

## Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	1 Minor	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Minor	Latitude, Longitude:	44.953333, -70.663056 (est)

## Administrative Information

Investigator In Charge (IIC):	Eleazar Nepomuceno	Report Date:	03/17/2020
Additional Participating Persons:	Jim Edwards; FAA; Portland, ME		
Publish Date:	03/17/2020		
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.		
Investigation Docket:	<a href="http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=100153">http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=100153</a>		

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