



Aviation Investigation Final Report

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| Location: | INVER GROVE, Minnesota | Accident Number: | CHI96LA177 |
| Date & Time: | May 28, 1996, 14:00 Local | Registration: | N5192U |
| Aircraft: | Cessna U206 | Aircraft Damage: | Destroyed |
| Defining Event: | | Injuries: | 2 None |
| Flight Conducted Under: | Part 91: General aviation - Personal | | |

Analysis

The pilot reported that over the water during landing the winds were gusty. The pilot reported the airplane hit the water, skipped once, caught a float, and flipped over. The winds at an airport approximately three nautical miles from the accident location were 15 knots, gusting to 21 knots.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the pilot's improper recovery from the bounced landing. The gusty wind condition was a factor.

Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

1. (F) WEATHER CONDITION - GUSTS
 2. (C) RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
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Occurrence #2: NOSE OVER
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Factual Information

On May 28, 1996, at 1400 central daylight time (cdt), a Cessna U206, N5192U, was substantially damaged, when the aircraft flipped over during a water landing, at the Wipline Sea Plane Base, Inver Grove, Minnesota. After the aircraft flipped over, the private pilot and passenger exited the aircraft through the cabin doors. The pilot and the passenger were uninjured in the accident. Visual meteorological conditions existed at the time of the 14 CFR Part 91 flight, and no flight plan was filed.

The pilot reported on the NTSB form 6120.1/2 that he had departed from Baudette, Minnesota en route to the Wipline Airport, Inver Grove Heights, Minnesota. The pilot wrote that before landing he checked the weather conditions on the radio. The pilot wrote that once over the river there were "... a couple of bad gusts." The pilot then reported that "... I hit the water and skipped once, caught a float, and flipped over." The winds at the South St. Paul, Fleming Airport, which is approximately three nautical miles from the accident location at 1416 cdt were 15 knots, gusting to 21 knots. The pilot did not list any aircraft component failures on the accident form.

Aircraft damage consisted of a fractured right pontoon, a twisted fuselage between the cabin and the empennage, and buckling of the wing skins.

Pilot Information

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| Certificate: | Private | Age: | 51, Male |
| Airplane Rating(s): | Single-engine land; Single-engine sea | Seat Occupied: | Left |
| Other Aircraft Rating(s): | None | Restraint Used: | |
| Instrument Rating(s): | None | Second Pilot Present: | Yes |
| Instructor Rating(s): | None | Toxicology Performed: | No |
| Medical Certification: | Class 3 Valid Medical-w/ waivers/lim | Last FAA Medical Exam: | March 1, 1995 |
| Occupational Pilot: | UNK | Last Flight Review or Equivalent: | |
| Flight Time: | 300 hours (Total, all aircraft), 80 hours (Total, this make and model), 300 hours (Pilot In Command, all aircraft), 40 hours (Last 90 days, all aircraft), 11 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft) | | |

Aircraft and Owner/Operator Information

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|--------------------------------------|-------------------------|---------------------------------------|-----------------|
| Aircraft Make: | Cessna | Registration: | N5192U |
| Model/Series: | U206 U206 | Aircraft Category: | Airplane |
| Year of Manufacture: | | Amateur Built: | |
| Airworthiness Certificate: | Normal | Serial Number: | 206-0192 |
| Landing Gear Type: | Float | Seats: | 4 |
| Date/Type of Last Inspection: | January 10, 1996 Annual | Certified Max Gross Wt.: | 3300 lbs |
| Time Since Last Inspection: | 40 Hrs | Engines: | 1 Reciprocating |
| Airframe Total Time: | 3191 Hrs | Engine Manufacturer: | Continental |
| ELT: | Installed | Engine Model/Series: | IO-520-A |
| Registered Owner: | ROBERT L. SWANSON | Rated Power: | 300 Horsepower |
| Operator: | | Operating Certificate(s) Held: | None |
| Operator Does Business As: | | Operator Designator Code: | |

Meteorological Information and Flight Plan

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|---|----------------------------------|---|------------------|
| Conditions at Accident Site: | Visual (VMC) | Condition of Light: | Day |
| Observation Facility, Elevation: | D97 ,820 ft msl | Distance from Accident Site: | 3 Nautical Miles |
| Observation Time: | 14:16 Local | Direction from Accident Site: | 340° |
| Lowest Cloud Condition: | Clear | Visibility | 10 miles |
| Lowest Ceiling: | None | Visibility (RVR): | |
| Wind Speed/Gusts: | 15 knots / 21 knots | Turbulence Type Forecast/Actual: | / |
| Wind Direction: | 70° | Turbulence Severity Forecast/Actual: | / |
| Altimeter Setting: | 29 inches Hg | Temperature/Dew Point: | 23°C / 1°C |
| Precipitation and Obscuration: | No Obscuration; No Precipitation | | |
| Departure Point: | BAUDETTE , MN (BDE) | Type of Flight Plan Filed: | None |
| Destination: | (097) | Type of Clearance: | None |
| Departure Time: | 12:00 Local | Type of Airspace: | Class E |

Airport Information

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|-----------------------------|---------------------------|----------------------------------|-----------------|
| Airport: | WIPLINE SEAPLANE BASE 094 | Runway Surface Type: | Water |
| Airport Elevation: | 687 ft msl | Runway Surface Condition: | Water-choppy |
| Runway Used: | 0 | IFR Approach: | None |
| Runway Length/Width: | | VFR Approach/Landing: | Traffic pattern |

Wreckage and Impact Information

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|----------------------------|--------|-----------------------------|--------------------------|
| Crew Injuries: | 1 None | Aircraft Damage: | Destroyed |
| Passenger Injuries: | 1 None | Aircraft Fire: | None |
| Ground Injuries: | N/A | Aircraft Explosion: | None |
| Total Injuries: | 2 None | Latitude, Longitude: | 44.88002,-93.040649(est) |

Administrative Information

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| Investigator In Charge (IIC): | Boldenow, David |
| Additional Participating Persons: | RUDI HARTLEBEN; MINNEAPOLIS , MN |
| Original Publish Date: | July 25, 1996 |
| Last Revision Date: | |
| Investigation Class: | Class |
| Note: | |
| Investigation Docket: | https://data.ntsb.gov/Docket?ProjectID=10259 |

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The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).