Aviation Investigation Final Report

Location:	DUXBURY, Minnesota	**Accident Number:**	CHI96LA307
Date & Time:	August 19, 1996, 15:15 Local	**Registration:**	N2814A
Aircraft:	CESSNA 180	**Aircraft Damage:**	Substantial
Defining Event:		**Injuries:**	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot said the airplane lifted off the lake near it's midpoint after extending 20 degrees of flaps. He said the airplane's stall horn was sounding as it flew about 20 feet above the water. The pilot said it was clear to him that the airplane would not clear the trees near the lake's shoreline. The pilot said he turned the airplane to the left and reduced the power for landing while in a turn. He said the airplane's left wing stalled , and the airplane pitched down as it rolled to the left. The left wingtip, followed by the corresponding float, and fuselage collided with the water. The airplane sank shortly after coming to rest. The pilot was asked how many degrees of take off flaps are recommended by the manufacturer. He responded by saying one notch, 10 degrees.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the failure of the pilot to maintain airspeed.

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: MANEUVERING - TURN TO REVERSE DIRECTION

Findings
1. (C) AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
2. STALL/SPIN - INADVERTENT - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Findings
3. TERRAIN CONDITION - WATER

Factual Information

On August 19, 1996, at 1515 central daylight time (cdt), a Cessna 180, N2814A, piloted by a private pilot, was substantially damaged when it collided with the water while maneuvering to avoid trees along the water's edge. The 14 CFR Part 91 personal flight was not operating on a flight plan. Visual meteorological conditions prevailed at the time of the accident. The pilot and passenger reported no injuries. The flight was departing Big Tamarack Lake, near Duxbury, Minnesota, at 1513 cdt.

The pilot said the airplane lifted off the lake near its midpoint after extending 20 degrees of flaps. He said the airplane's stall horn was sounding as it flew about 20 feet above the water. The pilot said it was clear to him that the airplane would not clear the trees near the shoreline. The pilot said he turned the airplane to the left and reduced the power for landing. He said the airplane's left wing stalled and the airplane pitched down as it rolled left. The left wingtip, followed by the corresponding float, and fuselage collided with the water. The airplane sank shortly after coming to rest.

The pilot was asked how many degrees of flaps for takeoff are recommended by the manufacturer. He said one notch, 10 degrees.

Pilot Information

Certificate:	Private	**Age:**	38,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:**	No
Instructor Rating(s):	None	**Toxicology Performed:**	No
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim	**Last FAA Medical Exam:**	November 14, 1994
Occupational Pilot:	No	**Last Flight Review or Equivalent:**	
Flight Time:	500 hours (Total, all aircraft), 100 hours (Total, this make and model), 500 hours (Pilot In Command, all aircraft), 40 hours (Last 90 days, all aircraft), 15 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	**Registration:**	N2814A
Model/Series:	180 180	**Aircraft Category:**	Airplane
Year of Manufacture:		**Amateur Built:**	
Airworthiness Certificate:	Normal	**Serial Number:**	30014
Landing Gear Type:	Float	**Seats:**	
Date/Type of Last Inspection:	March 20, 1996 Annual	**Certified Max Gross Wt.:**	
Time Since Last Inspection:	60 Hrs	**Engines:**	1 Reciprocating
Airframe Total Time:	6300 Hrs	**Engine Manufacturer:**	CONTINENTAL
ELT:	Installed, not activated	**Engine Model/Series:**	O-470R
Registered Owner:	DAVID L. AFRICANO	**Rated Power:**	230 Horsepower
Operator:		**Operating Certificate(s) Held:**	None
Operator Does Business As:		**Operator Designator Code:**	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	**Condition of Light:**	Day
Observation Facility, Elevation:	JMR ,1012 ft msl	**Distance from Accident Site:**	45 Nautical Miles
Observation Time:	15:35 Local	**Direction from Accident Site:**	250°
Lowest Cloud Condition:	Scattered / 1000 ft AGL	**Visibility**	10 miles
Lowest Ceiling:	Broken / 2500 ft AGL	**Visibility (RVR):**	
Wind Speed/Gusts:	6 knots /	**Turbulence Type Forecast/Actual:**	/
Wind Direction:	210°	**Turbulence Severity Forecast/Actual:**	/
Altimeter Setting:	30 inches Hg	**Temperature/Dew Point:**	21°C / 21°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		**Type of Flight Plan Filed:**	None
Destination:		**Type of Clearance:**	None
Departure Time:	15:13 Local	**Type of Airspace:**	Class E

Airport Information

Airport:		**Runway Surface Type:**	Water
Airport Elevation:		**Runway Surface Condition:**	Water-calm
Runway Used:	0	**IFR Approach:**	
Runway Length/Width:		**VFR Approach/Landing:**	

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:**	46.010372,-92.930686(est)

Administrative Information

Investigator In Charge (IIC):	Gattolin, Frank
Additional Participating Persons:	WILLIAM JOHNSON; MINNEAPOLIS , MN
Original Publish Date:	February 18, 1997
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=10371