



Aviation Investigation Final Report

Location:	WILLISTON, North Dakota	Accident Number:	DEN85LA024
Date & Time:	November 8, 1984, 10:45 Local	Registration:	N5831T
Aircraft:	CESSNA 185C	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE ACFT COLLIDED WITH A BRIDGE DURING AN ABORTED TAKEOFF AFTER FAILING TO GET AIRBORNE. THE PLT ABORTED THE TAKEOFF BUT THE ACFT FAILED TO STOP IN TIME TO AVOID A COLLISION WITH A RAILROAD BRIDGE ABUTMENT MADE OF CONCRETE. THE PLT STATED THAT THE ACFT HAD BEEN SUBJECTED TO SUB-FREEZING TEMPS WITH WATER INSIDE THE PONTOONS. THE SWELLING FROM THE FREEZING WATER (ICE) COMPROMISED THE FLOATS WHICH DEVELOPED LEAKS OF SEVERE NATURE; ENOUGH TO ALLOW THE ACFT TO SINK IN AN EST TWO HOURS. THE REASON THE ACFT DID NOT SINK WHEN LEFT UNATTENDED FOR 2 WKS WAS BECAUSE IT WAS AGROUND. WHEN THE PLT PUMPED THE WATER (NO ICE INSIDE ACCORDING TO HIM) OUT AND LAUNCHED THE ACFT HE MADE NO FURTHER PRE-FLT CHECKS BUT IMMEDIATELY STARTED A TAKEOFF TAXI.

Probable Cause and Findings

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

Findings

Occurrence #1: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. (F) LANDING GEAR, FLOAT ASSEMBLY - BUCKLED

2. (F) LANDING GEAR,FLOAT ASSEMBLY - LEAK
3. (F) LANDING GEAR,FLOAT ASSEMBLY - PREVIOUS DAMAGE
4. (C) AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
5. (C) JUDGMENT - POOR - PILOT IN COMMAND
6. (C) ABORTED TAKEOFF - DELAYED - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: TAKEOFF - INITIAL CLIMB

Factual Information

Pilot Information

Certificate:	Commercial	Age:	27, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	May 17, 1984
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	1614 hours (Total, all aircraft), 1396 hours (Total, this make and model), 1494 hours (Pilot In Command, all aircraft), 34 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N5831T
Model/Series:	185C 185C	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	1850731
Landing Gear Type:	Float	Seats:	4
Date/Type of Last Inspection:	Annual	Certified Max Gross Wt.:	3200 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	4000 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	IO-470-F
Registered Owner:	ROCJARD ZIESMER	Rated Power:	260 Horsepower
Operator:		Operating Certificate(s) Held:	
Operator Does Business As:	STATCO INC	Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	ISN ,1957 ft msl	Distance from Accident Site:	2 Nautical Miles
Observation Time:	10:51 Local	Direction from Accident Site:	305°
Lowest Cloud Condition:	Unknown	Visibility	10 miles
Lowest Ceiling:	Overcast / 600 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	20°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	-2°C / -4°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:	GREAT FALLS , MT	Type of Clearance:	None
Departure Time:	10:30 Local	Type of Airspace:	Class E

Airport Information

Airport:		Runway Surface Type:	Water
Airport Elevation:	1900 ft msl	Runway Surface Condition:	Water-calm
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	48.159801,-103.629402(est)

Administrative Information

Investigator In Charge (IIC): Scott, Arnold

Additional Participating Persons: FRED CLARK;

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=16599>

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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](#).