



# Aviation Investigation Final Report

<b>Location:</b>	NORWAY, Maine	<b>Accident Number:</b>	NYC97LA153
<b>Date &amp; Time:</b>	July 25, 1997, 11:40 Local	<b>Registration:</b>	N8717Z
<b>Aircraft:</b>	Cessna 185	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

The pilot was conducting floatplane operations on a lake. When he found himself fast and high on approach to a small area on the lake, he configured the airplane with 40 degrees of flaps. The airplane touched down flat and hard, and was headed for an obstruction in the water. The pilot's focus was on the obstruction in the water and he did not apply enough back pressure to the yoke. When the pilot added right rudder to avoid the obstruction, the airplane's left float submerged and the left wing impacted the water. The airplane then nosed over and came to rest inverted.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to maintain control of the airplane while maneuvering to avoid an obstacle.

### Findings

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

#### Findings

1. (C) AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: LANDING - ROLL

## Factual Information

On July 25, 1997, about 1140 eastern daylight time, a Cessna 185, a floatplane, N8717Z, was substantially damaged when it nosed over during landing at Norway Lake, Norway, Maine. The certificated student pilot was not injured. No flight plan was filed for the instructional flight that departed the Naples Seaplane Base, Naples, Maine, at 1120. Visual meteorological conditions prevailed, and the flight was conducted under 14 CFR Part 91.

In the NTSB Form 6120.1/2, the pilot stated that he flew directly to Norway and performed a touch and go on the "big side" of the lake. He added that the winds were variable at 3 knots and the maneuver was "routine". After completing the maneuver, the pilot flew to the "small side" of the lake where he planned to perform another touch and go. He further stated, "I had previously landed here very easily which must have made me over confident."

The pilot added that on final, he was fast and high, so he configured the airplane with 40 degrees of flaps. He also stated that he didn't execute a go-around because of high terrain, and the fact that the airplane was configured with full flaps. According to the pilot, the airplane touched down flat, but hard, and was headed for an obstruction in the water. The pilot noted that his focus was on the obstruction, and that he did not apply enough back pressure to the yoke. When the pilot added right rudder to avoid the obstruction, the airplane's left float submerged and the left wing impacted the water. The airplane then nosed over and came to rest inverted.

### Pilot Information

<b>Certificate:</b>	Student	<b>Age:</b>	35, Male
<b>Airplane Rating(s):</b>	None	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	November 18, 1996
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	75 hours (Total, all aircraft), 23 hours (Total, this make and model), 37 hours (Last 90 days, all aircraft), 32 hours (Last 30 days, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	N8717Z
<b>Model/Series:</b>	185 185	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	185-02901
<b>Landing Gear Type:</b>	Float	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	May 23, 1997 Annual	<b>Certified Max Gross Wt.:</b>	3300 lbs
<b>Time Since Last Inspection:</b>	30 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	3371 Hrs	<b>Engine Manufacturer:</b>	Continental
<b>ELT:</b>	Installed, activated, aided in locating accident	<b>Engine Model/Series:</b>	IO-520D
<b>Registered Owner:</b>	PETER M BOTTOMLEY	<b>Rated Power:</b>	300 Horsepower
<b>Operator:</b>		<b>Operating Certificate(s) Held:</b>	None
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	BGR ,192 ft msl	<b>Distance from Accident Site:</b>	60 Nautical Miles
<b>Observation Time:</b>	11:50 Local	<b>Direction from Accident Site:</b>	85°
<b>Lowest Cloud Condition:</b>	Scattered / 15000 ft AGL	<b>Visibility</b>	15 miles
<b>Lowest Ceiling:</b>	Broken / 20000 ft AGL	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	3 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	0°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30 inches Hg	<b>Temperature/Dew Point:</b>	22°C / 12°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	RANDY POND , ME (76B )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	(NONE)	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	11:20 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>		<b>Runway Surface Type:</b>	Water
<b>Airport Elevation:</b>		<b>Runway Surface Condition:</b>	Water-calm
<b>Runway Used:</b>	0	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>		<b>VFR Approach/Landing:</b>	Go around

## Wreckage and Impact Information

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

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Muzio, David
<b>Additional Participating Persons:</b>	DYE SYLVESTER; PORTLAND , ME
<b>Original Publish Date:</b>	February 15, 2000
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	
<b>Investigation Docket:</b>	<a href="https://data.ntsb.gov/Docket?ProjectID=39409">https://data.ntsb.gov/Docket?ProjectID=39409</a>

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](#).