



Aviation Investigation Final Report

Location:	DEXTER, Oregon	Accident Number:	SEA85LA093
Date & Time:	April 20, 1985, 15:30 Local	Registration:	N2582P
Aircraft:	LAKE BUCCANEER	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE ACFT BOUNCED DURING TOUCHDOWN SEVERAL TIMES WHILE ATTENDING TO LAND ON THE WATER. THE ACFT WAS TOO CLOSE TO A DAM TO MAKE A GO-AROUND. THE ACFT THEN STRUCK THE DAM HEAD ON.

Probable Cause and Findings

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

Findings

Occurrence #1: OVERRUN
Phase of Operation: LANDING - ROLL

Findings

1. (C) PROPER TOUCHDOWN POINT - EXCEEDED - PILOT IN COMMAND
2. (F) LACK OF RECENT EXPERIENCE IN KIND OF AIRCRAFT - PILOT IN COMMAND
3. (C) RECOVERY FROM BOUNCED LANDING - NOT ATTAINED - PILOT IN COMMAND
4. (C) GO-AROUND - DELAYED - PILOT IN COMMAND

Occurrence #2: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: LANDING - ROLL

Findings

5. (C) DISTANCE - MISJUDGED - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Private; Student	Age:	45, 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 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	148 hours (Total, all aircraft), 96 hours (Pilot In Command, all aircraft), 20 hours (Last 90 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	LAKE	Registration:	N2582P
Model/Series:	BUCCANEER BUCCANEER	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	875
Landing Gear Type:	Amphibian	Seats:	4
Date/Type of Last Inspection:	Annual	Certified Max Gross Wt.:	2600 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	820 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	IO-360-A1B
Registered Owner:	LARRY A. BERRYMAN	Rated Power:	200 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:		Distance from Accident Site:	
Observation Time:	15:00 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Unknown / 3000 ft AGL	Visibility	20 miles
Lowest Ceiling:	Broken / 3000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	240°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	28 inches Hg	Temperature/Dew Point:	14°C / 2°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	EUGENE , OR (EUG)	Type of Flight Plan Filed:	None
Destination:	DEXTER , OR	Type of Clearance:	None
Departure Time:	13:30 Local	Type of Airspace:	

Airport Information

Airport:	DEXTER LAKE	Runway Surface Type:	Water
Airport Elevation:	400 ft msl	Runway Surface Condition:	Water-choppy
Runway Used:	0	IFR Approach:	None
Runway Length/Width:	0 ft / 0 ft	VFR Approach/Landing:	Full stop;Go around

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:	43.880741,-122.810455(est)

Administrative Information

Investigator In Charge (IIC):	Carrera, Candace
Additional Participating Persons:	WES GREEN; HILLSBORO , OR
Original Publish Date:	
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=40143

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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](#).