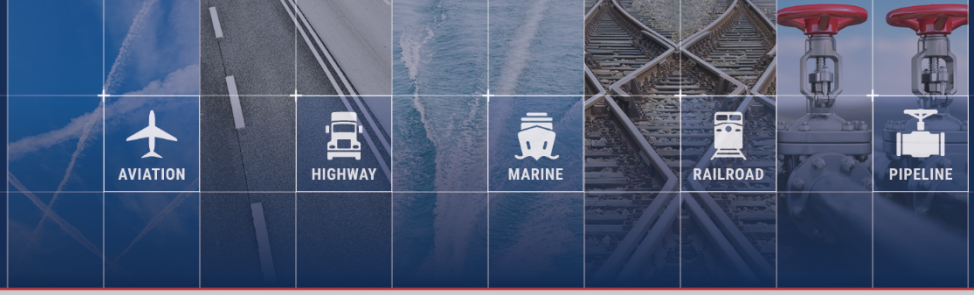

Aviation Investigation Final Report

Location:	WHITE BEAR LAKE, Minnesota	**Accident Number:**	CHI99LA209
Date & Time:	July 5, 1999, 12:40 Local	**Registration:**	N9780B
Aircraft:	Cessna 180A	**Aircraft Damage:**	Substantial
Defining Event:		**Injuries:**	4 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

Shortly after takeoff, the pilot noted that the airplane was not climbing normally. He said that he could not maintain a comfortable airspeed to raise the wheels on the floats. He became distracted with trying to maintain a flying airspeed of 85 miles per hour and an altitude of 300 feet agl. 'The plane was indicating normal temperatures and pressures. The only noticeable differences were vibrations until the propeller was dialed back to 2,500 rpm and [the] manifold pressure was pulled to 25 inches [of Mercury (HG)].' The pilot cleared the landing lane on the lake and made the landing area. He said that he did not perform a before landing check and that the landing gear (wheels) were still extended out of the floats. On contact with the water, the airplane nosed over. Examination of the airplane revealed that the wheels were fully extended on the floats. Examination of the engine and other airplane systems revealed no anomalies.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the pilot's inability to get the airplane to climb for undetermined reason, and the pilot landing the floatplane on the lake with the wheels extended. Factors contributing to this accident were the pilot's failure to perform a before landing checklist, pressure induced by the event, and the precautionary landing.

Findings

Occurrence #1: MISCELLANEOUS/OTHER
Phase of Operation: CLIMB

Findings
1. (C) CLIMB - NOT POSSIBLE - PILOT IN COMMAND
2. (C) REASON FOR OCCURRENCE UNDETERMINED

Occurrence #2: WHEELS DOWN LANDING IN WATER
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings
3. (C) LANDING GEAR - EXTENDED
4. (F) CHECKLIST - NOT PERFORMED - PILOT IN COMMAND
5. (F) PRESSURE INDUCED BY CONDITIONS/EVENTS - PILOT IN COMMAND
6. (F) PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND

Occurrence #3: NOSE OVER
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Factual Information

On July 5, 1999, at 1240 central daylight time (cdt), a Cessna 180A floatplane, N9780B, operated by a private pilot, sustained substantial damage when during a precautionary landing to a lake, following partial power loss, the airplane nosed over. Visual meteorological conditions prevailed at the time of the accident. The personal flight was being conducted under 14 CFR Part 91. No flight plan was on file. The pilot and three passengers on board reported no injuries. The local flight originated at 1230 cdt, at Forest Lake, Minnesota.

In his written statement, the pilot said that after takeoff from the grass strip at Forest Lake, he became concerned that his airplane was not climbing normally. He said that he could not maintain a comfortable airspeed to raise the wheels on the floats. The pilot said he became distracted with trying to maintain a flying airspeed of 85 miles per hour and an altitude of 300 feet above ground level (agl). "The plane was indicating normal temperatures and pressures. The only noticeable differences were vibrations until the propeller was dialed back to 2,500 rpm and [the] manifold pressure was pulled to 25 inches [of Mercury (HG)]." The pilot cleared his landing lane on the lake and said that he was relieved that he made his landing area.

The pilot said that he did not perform a before landing check and that the landing gear (wheels) were still extended out of the floats. On contact with the water, the airplane nosed over. The pilot and passengers got out of the airplane and swam to safety as the airplane sank inverted.

A Federal Aviation Administration (FAA) inspector examined the airplane after it was removed from Bald Eagle Lake. The airplane's lower engine cowling was crushed inward. The upper cowling was bent and buckled aft. The upper firewall was bent forward and down. The airplane's right side fuselage skin, just forward of the wind screen showed heavy wrinkles. The leading edge of the left wing, just inboard of the tip and running inboard to the vicinity of the left wing strut, was crushed inward. The left horizontal stabilizer was bent downward approximately 3 degrees at mid-span. The skin along the leading edge of the left horizontal stabilizer was bent and torn, upward and aft. The leading edge of the right horizontal stabilizer was bent downward and broken. The front tips of both floats were crushed aft. The wheels were fully extended on the floats. Flight control continuity was confirmed. The airplane's engine was started and run. Examination of the airplane's engine revealed no anomalies which would have resulted in the airplane's inability to gain altitude in a normal manner. Examination of the other airplane systems showed no anomalies.

Pilot Information

Certificate:	Private	**Age:**	41,Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-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 3 Valid Medical--w/ waivers/lim	**Last FAA Medical Exam:**	November 9, 1998
Occupational Pilot:	No	**Last Flight Review or Equivalent:**	
Flight Time:	1810 hours (Total, all aircraft), 270 hours (Total, this make and model), 1760 hours (Pilot In Command, all aircraft), 70 hours (Last 90 days, all aircraft), 57 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	**Registration:**	N9780B
Model/Series:	180A 180A	**Aircraft Category:**	Airplane
Year of Manufacture:		**Amateur Built:**	
Airworthiness Certificate:	Normal	**Serial Number:**	50078
Landing Gear Type:	Amphibian	**Seats:**	4
Date/Type of Last Inspection:	May 4, 1999 Annual	**Certified Max Gross Wt.:**	2850 lbs
Time Since Last Inspection:	25 Hrs	**Engines:**	1 Reciprocating
Airframe Total Time:	2279 Hrs	**Engine Manufacturer:**	Continental
ELT:	Installed, not activated	**Engine Model/Series:**	O-470
Registered Owner:	MARK R. BAKER	**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:	STP ,705 ft msl	**Distance from Accident Site:**	15 Nautical Miles
Observation Time:	12:53 Local	**Direction from Accident Site:**	185°
Lowest Cloud Condition:	Unknown	**Visibility**	10 miles
Lowest Ceiling:	Broken / 3400 ft AGL	**Visibility (RVR):**	
Wind Speed/Gusts:	12 knots /	**Turbulence Type Forecast/Actual:**	/
Wind Direction:	210°	**Turbulence Severity Forecast/Actual:**	/
Altimeter Setting:	29 inches Hg	**Temperature/Dew Point:**	31°C / 23°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	FOREST LAKE , MN (25D)	**Type of Flight Plan Filed:**	None
Destination:		**Type of Clearance:**	None
Departure Time:	12:30 Local	**Type of Airspace:**	Class B

Airport Information

Airport:		**Runway Surface Type:**	
Airport Elevation:		**Runway Surface Condition:**	Water-choppy
Runway Used:	0	**IFR Approach:**	None
Runway Length/Width:		**VFR Approach/Landing:**	Precautionary landing

Wreckage and Impact Information

Crew Injuries:	1 None	**Aircraft Damage:**	Substantial
Passenger Injuries:	3 None	**Aircraft Fire:**	None
Ground Injuries:	N/A	**Aircraft Explosion:**	None
Total Injuries:	4 None	**Latitude, Longitude:**	45.089202,-93.009307(est)

Administrative Information

Investigator In Charge (IIC):	Bowling, David
Additional Participating Persons:	CHRISTINE M FIERO; MINNEAPOLIS , MN
Original Publish Date:	May 12, 2000
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=46695