



# Aviation Investigation Final Report

<b>Location:</b>	INCLINE VILLAGE, Nevada	<b>Accident Number:</b>	LAX00LA115
<b>Date &amp; Time:</b>	March 7, 2000, 10:00 Local	<b>Registration:</b>	N4021Y
<b>Aircraft:</b>	Cessna 185	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 Minor
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

The aircraft, equipped with amphibious floats, flipped inverted during landing on water. The pilot reported that it was his intent to remain in the traffic pattern after takeoff from the land airport and make one landing there. While on downwind, however, with the wheels extended for a terrain landing, he noticed the weather deteriorating from the west and decided to proceed directly to the nearby lake for his planned passenger pickup there. During the approach for the water landing, he forgot that the wheels were extended and the aircraft flipped inverted when it touched down on the water.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's inadvertent landing on water with the wheels of the amphibious float plane extended.

### Findings

Occurrence #1: WHEELS DOWN LANDING IN WATER  
Phase of Operation: LANDING - FLARE/TOUCHDOWN

#### Findings

1. (C) WHEELS DOWN LANDING IN WATER - INADVERTENT - PILOT IN COMMAND

Occurrence #2: NOSE OVER  
Phase of Operation: LANDING - FLARE/TOUCHDOWN

## Factual Information

On March 7, 2000, at 1000 hours Pacific standard time, a Cessna 185, N4021Y, was substantially damaged when the aircraft, equipped with amphibious floats, flipped inverted during landing on water at Lake Tahoe, near Incline Village, Nevada. The airline transport certificated pilot and one passenger received minor injuries. The aircraft, operated by the owner as a personal flight under 14 CFR Part 91, departed from Truckee-Tahoe Airport, Truckee, California, about 0940. No flight plan was filed and visual meteorological conditions prevailed.

A newspaper reporter, who responded to the scene near Ski Beach about 1030, reported that the aircraft had been pulled close to shore when she arrived but all she could see was the bottom of the floats with the wheels extended. A witness told the reporter that he had seen the floatplane approach and land, and, that just as it touched the water, the nose "buckled under."

The pilot reported that it was his intent to remain in the traffic pattern after takeoff at Truckee and make one landing there. While on downwind, however, with the wheels extended for a terrain landing, he noticed the weather deteriorating from the west and decided to proceed directly to the lake for his planned passenger pickup there. During the approach for the water landing, he forgot that the wheels were extended and the aircraft flipped inverted when he touched down on the water.

### Pilot Information

<b>Certificate:</b>	Airline transport; Commercial; Flight instructor	<b>Age:</b>	45, Male
<b>Airplane Rating(s):</b>	Single-engine land; Single-engine sea; Multi-engine land; Multi-engine sea	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	Airplane multi-engine; Airplane single-engine; Instrument airplane	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 1 Valid Medical--w/ waivers/lim	<b>Last FAA Medical Exam:</b>	February 15, 2000
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	6500 hours (Total, all aircraft), 200 hours (Total, this make and model), 4900 hours (Pilot In Command, all aircraft), 180 hours (Last 90 days, all aircraft), 60 hours (Last 30 days, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	N4021Y
<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>	185-0221
<b>Landing Gear Type:</b>	Amphibian; Float	<b>Seats:</b>	6
<b>Date/Type of Last Inspection:</b>	September 7, 1999 Annual	<b>Certified Max Gross Wt.:</b>	3350 lbs
<b>Time Since Last Inspection:</b>	100 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	2788 Hrs	<b>Engine Manufacturer:</b>	Continental
<b>ELT:</b>	Installed	<b>Engine Model/Series:</b>	IO-520-D
<b>Registered Owner:</b>	LUBBE INDUSTRIES INC.	<b>Rated Power:</b>	285 Horsepower
<b>Operator:</b>	GLEN BRUNO LUBBE	<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>	TVL ,6264 ft msl	<b>Distance from Accident Site:</b>	21 Nautical Miles
<b>Observation Time:</b>	09:47 Local	<b>Direction from Accident Site:</b>	170°
<b>Lowest Cloud Condition:</b>	Unknown	<b>Visibility</b>	30 miles
<b>Lowest Ceiling:</b>	Broken / 23000 ft AGL	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	10 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	190°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	29 inches Hg	<b>Temperature/Dew Point:</b>	3°C / -6°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	TRUCKEE , CA (TRK )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>		<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	09:40 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>	
<b>Runway Length/Width:</b>		<b>VFR Approach/Landing:</b>	Full stop;Traffic pattern

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Minor	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 Minor	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	2 Minor	<b>Latitude, Longitude:</b>	39.240447,-119.9207(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Parker, Richard
<b>Additional Participating Persons:</b>	ADRIAN W GRIEVE; RENO , NV
<b>Original Publish Date:</b>	July 17, 2001
<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=48727">https://data.ntsb.gov/Docket?ProjectID=48727</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](#).