



Aviation Investigation Final Report

Location:	Elk Lake, Michigan	Accident Number:	CHI05CA175
Date & Time:	June 26, 2005, 14:46 Local	Registration:	N90MW
Aircraft:	Cessna A185F	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The airplane which was equipped with floats impacted water during landing with the landing gear extended. The airplane was not equipped with a landing gear warning system to indicate that the landing gear was extended.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The gear retraction not performed by the pilot.

Findings

Occurrence #1: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: LANDING

Findings

1. WARNING SYSTEM(OTHER) - NOT INSTALLED
2. (C) GEAR RETRACTION - NOT PERFORMED - PILOT IN COMMAND

Factual Information

On June 26, 2005, at 1448 eastern daylight time, a Cessna A185F, N90MW, owned and piloted by a private pilot, impacted Elk Lake, Minnesota, during an amphibious landing on Elk Lake with the landing gear wheels extended. Visual meteorological conditions prevailed at the time of the accident. The 14 CFR Part 91 personal flight was not operating on a flight plan. The pilot was uninjured. The local flight originated at 1446 and was returning to Elk Lake.

The pilot stated that he landed with the landing gear extended.

According to the Federal Aviation Administration inspector, the airplane was not equipped with a landing gear down warning system, which is available through a supplemental type certificate.

Co-pilot Information

Certificate:	Private	Age:	71, Male
Airplane Rating(s):	Single-engine land; Single-engine sea	Seat Occupied:	
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Class 3	Last FAA Medical Exam:	May 1, 2004
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	3566 hours (Total, all aircraft), 700 hours (Total, this make and model), 10 hours (Last 90 days, all aircraft), 10 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N90MW
Model/Series:	A185F	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	18504073
Landing Gear Type:	Retractable - Tandem; Float	Seats:	
Date/Type of Last Inspection:		Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Continental
ELT:		Engine Model/Series:	IO-520
Registered Owner:	Charles Lapham	Rated Power:	
Operator:		Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:		Visibility	
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:			
Departure Point:	Elk Lake, MN	Type of Flight Plan Filed:	None
Destination:	Elk Lake, MI	Type of Clearance:	VFR
Departure Time:		Type of Airspace:	

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	
Total Injuries:	1 None	Latitude, Longitude:	44.833332,-85.383331

Administrative Information

Investigator In Charge (IIC): Gallo, Mitchell

Additional Participating Persons:

Original Publish Date: October 27, 2005

Last Revision Date:

Investigation Class: [Class](#)

Note: This accident report documents the factual circumstances of this accident as described to the NTSB.

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=61996>

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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](#).