

Fax

Attn.  
Morcus Branch

Before I ever went to the lake to fly I contacted Johnson Aviation at Tyler Ponds field - Talked to him about what we were doing - we were going to put the wings on fly at the lake till I got comfortable with the plane in the water - Then we were going to fly it to Roberts pasture where he has a barn to store the plane in and a mowed 1000' ft area to land. I was going to get comfortable with ground landing before I flew to the airport to let the Johnson boy ck it out.

When we got to the lake to fly we first checked out the airplane for about 45 min on land we checked the oil add gas checked the ailerons & Rudder cranked the engine twice to ck mag's both times all ck'd out - Checked radios & could hear Tyler Tower - Then I got in and taxied to the water - got away from the boat dock & started slow taxi runs then transitioned into faster Taxi Runs then to High speed taxi - When I felt comfortable + I

could taxi at High Speed + keep the plane straight + level At approx. 60 mph. I stopped lined up with wind in my face + began my take off run perfect - rotated at around 55 to 60 mph lift off was perfect At 5200 RPM I climbed to about 1000' ft above the ground to get a feel for controls then climbed to around 1600 ft. above ground + did a power on stall then a power off stall All went well very mild - Then I did some practice for descent to landing cut power back to 3300 RPM + config the plane for a 600 ft per min drop Then rotated to 100 ft per min. trying to get the feel of landing approach Did four of these practice app. at High altitude that all felt good - so after that I flew low + got in some sight seeing - watching my gas + with about 4 gal. left I decided to do some touch + goes I flew to the east lake where the water seemed smoother + put in Half flops + did my apps. at 60 mph at 500 ft per min drop rotated kept my speed at about 60 mph at 3300 RPM + skimmed the surface then added pow + took

back off - did this about 6 times - then came back over the west side of the lake & did one touch & go climb back then started my app. for landing - this time I used full flaps 3800 Rpm 60 mph app. hit the water but with full flaps the plane wanted to keep flying I cut the power we bounced twice & I could tell we were going to bounce a third time I added power to go around when I added power the plane turned left I put full Right Rudder & full right stick the plane continued to turn left - when I finally got the plane lined up I was low & headed for a boat house it was either hit the boat house or the water I chose the water

To the best of my knowledge  
That is what happened