

On August 24, 2023, I was administrating an FAA Private Pilot, Single Engine Sea Checkride with Mr. Charles Joseph O'Brien IV in a Cessna 185, N955LS. We were downwind for a water landing and Mr. O'Brian was conducting the before landing checklist. I noticed a slight right turn and descent. Mr. O'Brien stated that he was losing/lost engine power. I verified that the mixture was full rich, the propeller was full forward, and the throttle was full forward. We conducted an exchange of controls, as requested by Mr. O'Brien, and I turned toward the only satisfactory landing area. We touched down normally and began to decelerate quickly as we were in a corn field with corn six to seven feet tall. Apparently, the right float struck a small mound of dirt which caused the aircraft to overturn. After the aircraft came to a stop inverted, I warned Mr. O'Brien to use care when he released his seat belt/shoulder harness because he would fall to the ceiling. I opened the aircraft's right-side door, released my seat belt/shoulder harness, and exited the aircraft. I then assured that Mr. O'Brien was able to exit the aircraft safely.

I did not sustain any injuries.

Tony Capozzi
FAA DPE