



Aviation Investigation Final Report

Location:	DISCOVERY BAY, California	Accident Number:	LAX90LA257
Date & Time:	July 14, 1990, 14:00 Local	Registration:	N888BL
Aircraft:	CESSNA A185F	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PILOT WAS DEPARTING DISCOVERY BAY ON A PERSONAL FLIGHT. DURING THE TAKEOFF ROLL AFTER REACHING AN INDICATED AIRSPEED OF 70 MPH, THE PILOT OBSERVED ONCOMING BOATS AND ABRUPTLY PULLED BACK ON THE CONTROL WHEEL EFFECTING A PREMATURE LIFTOFF. THE AIRPLANE RAPIDLY RAISED INTO THE AIR AND STALLED. BEFORE DEPARTING THE PILOT FAILED TO ADEQUATELY LOOK OUT TO SEE IF THE AREA WAS CLEAR OF BOATS.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S IMPROPER VISUAL LOOKOUT TO ASSURE THE AREA WAS CLEAR OF BOATS BEFORE DEPARTING.

Findings

Occurrence #1: ABRUPT MANEUVER
Phase of Operation: TAKEOFF - ROLL/RUN

Findings
1. (C) VISUAL LOOKOUT - POOR - PILOT IN COMMAND

Occurrence #2: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

2. (F) LIFT-OFF - PREMATURE - PILOT IN COMMAND

3. (F) STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT - UNCONTROLLED

Findings

4. TERRAIN CONDITION - WATER

Factual Information

Pilot Information

Certificate:	Private	Age:	36, Male
Airplane Rating(s):	Single-engine land; Single-engine sea	Seat Occupied:	Unknown
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	May 1, 1990
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	191 hours (Total, all aircraft), 38 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N888BL
Model/Series:	A185F A185F	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:		Serial Number:	18503257
Landing Gear Type:	Float	Seats:	8
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	3350 lbs
Time Since Last Inspection:	0 Hrs	Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	CONTINENTAL
ELT:		Engine Model/Series:	IO-520
Registered Owner:	RICHARDSON, JOHN R	Rated Power:	300 Horsepower
Operator:	RICHARDSON, JOHN	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:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	50 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	270°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	-18°C / -18°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:	LAKE SHASTA , CA	Type of Clearance:	None
Departure Time:	14:00 Local	Type of Airspace:	

Airport Information

Airport:		Runway Surface Type:	Water
Airport Elevation:	0 ft msl	Runway Surface Condition:	Water-calm
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	37.850475,-121.619354(est)

Administrative Information

Investigator In Charge (IIC):	Llorente, A.d.
Additional Participating Persons:	DONALD BIRD; OAKLAND , CA
Original Publish Date:	November 23, 1992
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=26868

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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](#).