



Aviation Investigation Final Report

Location:	KEY WEST, Florida	Accident Number:	MIA85LA135
Date & Time:	March 27, 1985, 16:00 Local	Registration:	N4944U
Aircraft:	CESSNA 206	Aircraft Damage:	Substantial
Defining Event:		Injuries:	5 None
Flight Conducted Under:	Part 135: Air taxi & commuter - Non-scheduled		

Analysis

AFTER THE ACFT DEPARTED THE SEAPLANE PARKING AREA, THE PLT NOTICED THAT THE LEFT FLOAT WAS TAKING ON WATER. HE INITIATED A TURN BACK TOWARDS THE RAMP AREA & APPLIED FULL POWER IN AN ATTEMPT TO REACH SHALLOWER WATER. AS HE APCHD THE PARKING AREA & WAS TURNING THE ACFT OUT OF THE WIND, A COMBINATION OF WIND, WAVE ACTION & FORWARD MOTION CAUSED THE LEFT FLOAT TO DIG IN. THE ACFT THEN NOSED OVER IN ABOUT 4 FT OF WATER. A POST-CRASH EXAM OF THE LEFT FLOAT REVEALED A 1-1/2 INCH TRANSVERSE SPLIT JUST FORWARD OF THE BULKHEAD IN THE LARGEST COMPARTMENT OF THE FLOAT WHICH ALLOWED IT TO TAKE ON WATER.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

Findings

Occurrence #1: AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation: UNKNOWN

Findings

1. (C) LANDING GEAR,FLOAT ASSEMBLY - PREVIOUS DAMAGE
2. (F) AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
3. (C) LANDING GEAR,FLOAT ASSEMBLY - CRACKED
4. (C) LANDING GEAR,FLOAT ASSEMBLY - LEAK

Occurrence #2: NOSE OVER
Phase of Operation: TAXI

Findings

- 5. (F) TERRAIN CONDITION - WATER,ROUGH
- 6. (F) WEATHER CONDITION - UNFAVORABLE WIND

Factual Information

Pilot Information

Certificate:	Airline transport; Commercial	Age:	38, Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	Helicopter	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	February 12, 1985
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	9600 hours (Total, all aircraft), 1503 hours (Total, this make and model), 193 hours (Last 90 days, all aircraft), 7 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N4944U
Model/Series:	206 206	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Utility	Serial Number:	420605172
Landing Gear Type:	Float	Seats:	6
Date/Type of Last Inspection:	August 18, 1984 Annual	Certified Max Gross Wt.:	3600 lbs
Time Since Last Inspection:	91 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	26791 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	IO-520-L
Registered Owner:	KEY WEST SEAPLANE SERVICE	Rated Power:	300 Horsepower
Operator:		Operating Certificate(s) Held:	On-demand air taxi (135)
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:	EYW ,4 ft msl	Distance from Accident Site:	
Observation Time:	15:50 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Scattered / 20000 ft AGL	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	11 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	110°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	24°C / 11°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	DRY TORTUGAS	Type of Flight Plan Filed:	None
Destination:	KEY WEST , FL (EYW)	Type of Clearance:	None
Departure Time:	11:00 Local	Type of Airspace:	Class G

Airport Information

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

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	4 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	5 None	Latitude, Longitude:	24.550891,-81.780105(est)

Administrative Information

Investigator In Charge (IIC):	Hill, Bruce
Additional Participating Persons:	ERNEST WILSON; MIAMI , FL
Original Publish Date:	
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=31380

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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](#).