



Aviation Investigation Final Report

Location:	MONTAUK, New York	Accident Number:	NYC84LA221
Date & Time:	June 25, 1984, Local	Registration:	N555HM
Aircraft:	CESSNA 206	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Positioning		

Analysis

THE ACFT NOSED OVER AND SANK DURING A WATER LANDING. THE FLOAT PLANE HAD APPROACHED NOSE HIGH AND UPON INITIAL TOUCHDOWN ON THE LAKE THE ACFT SKIPPED/BOUNCED. ACCORDING TO A WITNESS IT APPEARED THAT THE PLT WAS TRYING TO EXTEND HIS TOUCHDOWN POINT. WHEN THE ACFT TOUCHED DOWN A 2ND TIME THE FLOATS LANDED SQUARE BUT THE RIGHT WING DIPPED, THE ACFT CARTWHEELED AND SANK. IT WAS DETERMINED AFTER THE ACCIDENT THAT THE ACFT LANDING GEAR WAS UP. AN INSPECTION OF THE LANDING AREA WAS MADE AND NOTHING OUT OF THE ORDINARY COULD BE FOUND.

Probable Cause and Findings

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

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

1. (C) FLARE - IMPROPER - PILOT IN COMMAND
2. (C) TOTAL - PILOT IN COMMAND
3. (C) FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
4. (C) STALL/MUSH - NOT CORRECTED - PILOT IN COMMAND

Occurrence #2: NOSE OVER
Phase of Operation: LANDING - ROLL

Findings
5. (F) TERRAIN CONDITION - WATER, GLASSY

Factual Information

Pilot Information

Certificate:	Commercial	Age:	25, Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Instrument airplane	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	January 27, 1984
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	1738 hours (Total, all aircraft), 83 hours (Total, this make and model), 1525 hours (Pilot In Command, all aircraft), 143 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N555HM
Model/Series:	206 206	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	U20606784
Landing Gear Type:	Amphibian	Seats:	6
Date/Type of Last Inspection:	June 21, 1984 Annual	Certified Max Gross Wt.:	3600 lbs
Time Since Last Inspection:	11 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	112 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	TISO-520-M
Registered Owner:	CESSNA AIRCRAFT CO.	Rated Power:	310 Horsepower
Operator:	SHORELINE AVIATION, INC.	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:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Scattered	Visibility	5 miles
Lowest Ceiling:	Overcast / 1200 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	230°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	19°C / 17°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	MADISON , CT (MAD)	Type of Flight Plan Filed:	None
Destination:	MONTAUK LAKE , NY	Type of Clearance:	None
Departure Time:	07:30 Local	Type of Airspace:	Class G

Airport Information

Airport:		Runway Surface Type:	Water
Airport Elevation:		Runway Surface Condition:	Water-calm
Runway Used:	0	IFR Approach:	
Runway Length/Width:		VFR Approach/Landing:	Full stop;Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	41.039527,-71.940864(est)

Administrative Information

Investigator In Charge (IIC): Taylor, Vernon

Additional Participating Persons:

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=35693>

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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](#).