



# Aviation Investigation Final Report

<b>Location:</b>	FISHERS, New York	<b>Accident Number:</b>	NYC89LA156
<b>Date &amp; Time:</b>	July 2, 1989, 16:45 Local	<b>Registration:</b>	N1731R
<b>Aircraft:</b>	CESSNA 185	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	3 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

DURING TAKEOFF ROLL FROM A GRASS STRIP THE PILOT OF A CESSNA 185 FLOAT PLANE FELT A SHIMMY AND ABORTED TAKEOFF. WHEN THE WEIGHT CAME DOWN ON THE FRONT WHEELS, THE RIGHT FRONT WHEEL BROKE OFF AND THE BROKEN STRUT DUG INTO THE GROUND CAUSING THE AIRCRAFT TO FLIP OVER. THE ACFT HAD FLOWN APPRX 6 HRS SINCE INSTALLATION OF THE FLOATS.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: LOSS OF CONTROL DURING AN ABORTED TAKEOFF DUE TO IMPROPER FLOAT OPERATION ABORTED TAKEOFF PROCEDURE ON TERRA FIRMA, AS OPPOSED TO THE MORE LOGICAL ENVIRONMENT OF WATER, THE INTENDED ELEMENT FOR THE DESIGN HARDWARE.

## Findings

Occurrence #1: MISCELLANEOUS/OTHER  
Phase of Operation: TAKEOFF - ROLL/RUN

### Findings

1. (C) LANDING GEAR,FLOAT ASSEMBLY - VIBRATION
2. (C) PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND

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Occurrence #2: NOSE OVER

Phase of Operation: TAKEOFF - ABORTED

Findings

3. (C) LANDING GEAR - FAILURE,PARTIAL
4. TERRAIN CONDITION - GRASS

## Factual Information

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	45, Male
<b>Airplane Rating(s):</b>	Single-engine land; Single-engine sea	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	April 17, 1989
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	2173 hours (Total, all aircraft), 503 hours (Total, this make and model), 2000 hours (Pilot In Command, all aircraft), 31 hours (Last 90 days, all aircraft), 9 hours (Last 30 days, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N1731R
<b>Model/Series:</b>	185 185	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	18502452
<b>Landing Gear Type:</b>	Amphibian; Float	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	January 12, 1989 Annual	<b>Certified Max Gross Wt.:</b>	3350 lbs
<b>Time Since Last Inspection:</b>	34 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	1498 Hrs	<b>Engine Manufacturer:</b>	CONTINENTAL
<b>ELT:</b>	Installed, activated, did not aid in locating accident	<b>Engine Model/Series:</b>	IO-520-D-24
<b>Registered Owner:</b>	PAUL V HYLAND	<b>Rated Power:</b>	300 Horsepower
<b>Operator:</b>	PAUL V. HYLAND	<b>Operating Certificate(s) Held:</b>	None
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	ROC ,560 ft msl	<b>Distance from Accident Site:</b>	15 Nautical Miles
<b>Observation Time:</b>	16:52 Local	<b>Direction from Accident Site:</b>	120°
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	25 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	5 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	340°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30 inches Hg	<b>Temperature/Dew Point:</b>	29°C / 11°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>		<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>		<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	16:45 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>		<b>Runway Surface Type:</b>	Grass/turf
<b>Airport Elevation:</b>	560 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	0	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	1500 ft / 30 ft	<b>VFR Approach/Landing:</b>	None

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	2 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	3 None	<b>Latitude, Longitude:</b>	

## Administrative Information

**Investigator In Charge (IIC):** Densley, Reuben

**Additional Participating Persons:** ;

**Original Publish Date:** March 29, 1991

**Last Revision Date:**

**Investigation Class:** [Class](#)

**Note:**

**Investigation Docket:** <https://data.ntsb.gov/Docket?ProjectID=36430>

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