



Aviation Investigation Final Report

Location:	HEMPSTEAD, New York	Accident Number:	NYC94LA079
Date & Time:	May 13, 1994, 17:35 Local	Registration:	N30NC
Aircraft:	CESSNA A185F	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Minor, 1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE AMPHIBIAN-EQUIPPED AIRPLANE STARTED THE WATER TAKEOFF. THE PILOT STATED: 'TO AVOID BIRDS I ADJUSTED TO [THE] LEFT, TO AVOID MARSH I WENT FURTHER LEFT WHERE I RAN OUT OF WATER.' THE AIRPLANE IMPACTED THE SHALLOW MARSH AND NOSED OVER.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE INADVERTENT COLLISION WITH A HIDDEN OBSTRUCTION AFTER SWERVING TO AVOID BIRDS DURING A WATER TAKEOFF.

Findings

Occurrence #1: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: TAKEOFF - ROLL/RUN

Findings

1. (F) OBJECT - BIRD(S)
2. (C) GROUND LOOP/SWERVE - INTENTIONAL - PILOT IN COMMAND
3. (C) TERRAIN CONDITION - HIDDEN OBSTRUCTION(S)

Occurrence #2: NOSE OVER
Phase of Operation: TAKEOFF - ROLL/RUN

Findings

4. TERRAIN CONDITION - WATER

Factual Information

On Friday, May 13, 1994, at 1735 eastern daylight time, an amphibian-equipped Cessna A185F, N30NC, registered to Larry Wallach and piloted by Arthur W. Watkins, sustained substantial damage during an attempted takeoff on Hewlett Bay, Hempstead, New York. The pilot received minor injuries, and the passenger was not injured. Visual meteorological conditions prevailed, and no flight plan was filed. The flight was being conducted under 14 CFR Part 91.

The pilot stated that he was conducting a water takeoff in a westerly direction, when he made a turn to avoid birds. He also reported, "To avoid [a] marsh I went further left, where I ran out of water."

The airplane entered shallow water, impacted terrain and nosed over. Both occupants were able to evacuate the airplane through the cabin door.

Pilot Information

Certificate:	Airline transport; Flight instructor	Age:	41, 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):	Airplane multi-engine; Airplane single-engine	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	January 27, 1994
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	14000 hours (Total, all aircraft), 1100 hours (Total, this make and model), 13000 hours (Pilot In Command, all aircraft), 185 hours (Last 90 days, all aircraft), 44 hours (Last 30 days, all aircraft), 10 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N30NC
Model/Series:	A185F A185F	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	18503900
Landing Gear Type:	Amphibian	Seats:	6
Date/Type of Last Inspection:	November 20, 1993 Annual	Certified Max Gross Wt.:	3100 lbs
Time Since Last Inspection:	190 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	4584 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	IO-520-D
Registered Owner:	LARRY WALLACH	Rated Power:	300 Horsepower
Operator:		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	20 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	17 knots / 23 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	320°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	16°C / -6°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	(NONE)	Type of Flight Plan Filed:	None
Destination:	ISLIP , NY (ISP)	Type of Clearance:	None
Departure Time:	17:30 Local	Type of Airspace:	Class G

Airport Information

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

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor, 1 None	Latitude, Longitude:	40.639583,-73.690574(est)

Administrative Information

Investigator In Charge (IIC):	Leonard, Charles
Additional Participating Persons:	B J ALT; FARMINGDALE , NY
Original Publish Date:	November 18, 1994
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=38750

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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](#).