



Aviation Investigation Final Report

Location:	KETCHIKAN, Alaska	Accident Number:	SEA85LA108
Date & Time:	May 7, 1985, 16:50 Local	Registration:	N5313Y
Aircraft:	CESSNA 185	Aircraft Damage:	Substantial
Defining Event:		Injuries:	3 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

AFTER DEPARTURE THE PLT STATED HE SELECTED GEAR UP. HE STATED THAT THE GEAR INDICATOR LIGHTS INDICATED THAT ONE GEAR AS STILL IN THE DOWN POSITION. HE SAID HE RECYLCLED THE GEAR AND THEN CHECKED THE GEAR INDICATOR BLUBS. THE PILOT SAID HE THEN HAND PUMPED THE GEAR UNTIL HE BELIEVED THE GEAR TO THE BE IN THE UP POSITION. THE ACFT TOUCHED DOWN ON THE WATER AND THEN NOSED OVER AS THE GEAR WAS STILL DOWN. THE FLOAT PLATE WAS FOUND TO BE INSTALLED BACKWARDS. FAA INSPECTORS TALKED TO FOUR WITNESSES WHO SAID THAT ALL GEAR WAS IN THE DOWN POSITION. THE LEFT GEAR CAN BE CHECKED VISUALLY FROM THE COCKPIT.

Probable Cause and Findings

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

Findings

Occurrence #1: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

1. (F) TERRAIN CONDITION - WATER, GLASSY
2. (C) WHEELS DOWN LANDING IN WATER - IMPROPER - PILOT IN COMMAND
3. (C) EMERGENCY PROCEDURE - IMPROPER - PILOT IN COMMAND
4. (C) PROCEDURES/DIRECTIVES - NOT UNDERSTOOD - PILOT IN COMMAND

5. (C) JUDGMENT - POOR - PILOT IN COMMAND
6. (C) CHECKLIST - NOT FOLLOWED - PILOT IN COMMAND
7. (F) WINDOW,INSPECTION/OBSERVATION - LACK OF
8. (C) MAINTENANCE,MODIFICATION - IMPROPER - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Private	Age:	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):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	February 13, 1985
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	5025 hours (Total, all aircraft), 2000 hours (Total, this make and model), 55 hours (Last 90 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N5313Y
Model/Series:	185 185	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	03284
Landing Gear Type:	Amphibian	Seats:	6
Date/Type of Last Inspection:	Annual	Certified Max Gross Wt.:	3100 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	1800 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed	Engine Model/Series:	TSIO-520-D
Registered Owner:	STEVE D. SELEY, JR.	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:	KTN	Distance from Accident Site:	
Observation Time:	16:55 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Scattered / 1800 ft AGL	Visibility	20 miles
Lowest Ceiling:	Broken / 2800 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	3 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	130°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	8°C / 4°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	WRANGELL , AK (WRG)	Type of Flight Plan Filed:	None
Destination:	KETCHIKAN PT , AK (SPB)	Type of Clearance:	None
Departure Time:	16:00 Local	Type of Airspace:	Class G

Airport Information

Airport:	KETCHIKAN PENNINSULA POINT SPB	Runway Surface Type:	Water
Airport Elevation:		Runway Surface Condition:	Water-calm
Runway Used:	22	IFR Approach:	None
Runway Length/Width:	10000 ft / 200 ft	VFR Approach/Landing:	Full stop

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	2 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	3 None	Latitude, Longitude:	55.610767,-131.580795(est)

Administrative Information

Investigator In Charge (IIC): Sapp, Joe

Additional Participating Persons: JOE SAPP; JUNEAU , AK

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=40154>

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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](#).