



Aviation Investigation Final Report

Location:	LAKE GEORGE, New York	Accident Number:	NYC82DA232
Date & Time:	August 8, 1982, 13:30 Local	Registration:	N1344Q
Aircraft:	CESSNA 185F	Aircraft Damage:	Substantial
Defining Event:		Injuries:	4 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

WITNESSES TO THE ACCIDENT DESCRIBED A NOSE UP PITCH ATTITUDE OF BETWEEN THIRTY AND FORTY-FIVE DEGREES DURING THE INITIAL CLIMB AFTER DEPARTING LAKE GEORGE. AT SEVERAL HUNDRED FEET ABOVE THE GROUND, THE AIRCRAFT WAS OBSERVED TO MAKE A DESENDING LEFT TURN TO THE SURFACE OF THE LAKE. THE SUBSEQUENT TOUCHDOWN ON THE LAKE'S SURFACE WAS DESCRIBED BY WITNESSES AS HARD WITH THE AIRCRAFT IN A LEFT WING LOW ATTITUDE. THE AIRCRAFT WAS THEN OBSERVED TO BOUNCE AND DEPART THE AREA FOR APPROXIMATELY THIRTY MINUTES BEFORE RETURNING FOR A NORMAL LANDING.

Probable Cause and Findings

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

Findings

Occurrence #1: HARD LANDING
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

1. (F) TERRAIN CONDITION - WATER, GLASSY
2. (C) CLIMB - IMPROPER - PILOT IN COMMAND
3. (C) DESCENT - IMPROPER - PILOT IN COMMAND
4. (C) FLARE - MISJUDGED - PILOT IN COMMAND

5. (F) RECOVERY FROM BOUNCED LANDING - PERFORMED - PILOT IN COMMAND
6. (C) GO-AROUND - PERFORMED - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Airline transport	Age:	30, Male
Airplane Rating(s):	Single-engine sea; Multi-engine land	Seat Occupied:	Unknown
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane multi-engine	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	April 27, 1982
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	5500 hours (Total, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N1344Q
Model/Series:	185F 185F	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:		Serial Number:	18503477
Landing Gear Type:	Float	Seats:	6
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	3350 lbs
Time Since Last Inspection:	0 Hrs	Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	CONTINENTAL
ELT:		Engine Model/Series:	IO-520D
Registered Owner:	WILLIAM BARTON	Rated Power:	300 Horsepower
Operator:	WILLIAM J. BARTON, JR.	Operating Certificate(s) Held:	
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:	GFL	Distance from Accident Site:	6 Nautical Miles
Observation Time:	17:50 Local	Direction from Accident Site:	150°
Lowest Cloud Condition:	Unknown	Visibility	4 miles
Lowest Ceiling:	Broken / 1500 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	160°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	83°C
Precipitation and Obscuration:	N/A - None - Haze		
Departure Point:	LAKE GEORGE , NY	Type of Flight Plan Filed:	None
Destination:	FARMINGDALE , NY (FRG)	Type of Clearance:	None
Departure Time:	13:25 Local	Type of Airspace:	

Airport Information

Airport:	LAKE GEORGE	Runway Surface Type:	Water
Airport Elevation:	0 ft msl	Runway Surface Condition:	Water-calm
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:	3 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	4 None	Latitude, Longitude:	43.419128,-73.709846(est)

Administrative Information

Investigator In Charge (IIC):

Additional Participating Persons:

Original Publish Date: August 8, 1983

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=71322>

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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](#).