



Aviation Investigation Final Report

Location:	Ocean City, New Jersey	Accident Number:	ERA11CA277
Date & Time:	May 3, 2011, 11:55 Local	Registration:	N6389E
Aircraft:	Cessna A185F	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported that he was attempting to take off from runway 24. Approximately 200 feet down the runway he prematurely lifted the tailwheel of his airplane and lost directional control. The airplane veered to the left, exited the runway, and struck a runway light. The right main gear separated from the airplane and the right wing collided with the ground. During the accident sequence, the airplane incurred substantial damage to the right wing and fuselage. The nearest airport's weather observation system reported wind from 170 degrees at 13 knots, gusting to 17 knots, at the time of the accident.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to maintain directional control during the takeoff roll.

Findings

Aircraft	Directional control - Not attained/maintained
Personnel issues	Decision making/judgment - Pilot
Personnel issues	Incorrect action performance - Pilot

Factual Information

History of Flight

Takeoff	Loss of control on ground (Defining event)
Takeoff	Collision with terr/obj (non-CFIT)
Takeoff	Runway excursion

Pilot Information

Certificate:	Private	Age:	82, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Unknown	Last FAA Medical Exam:	December 29, 2010
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	2200 hours (Total, all aircraft), 260 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N6389E
Model/Series:	A185F	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	18504037
Landing Gear Type:	Tailwheel	Seats:	6
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	3350 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	2310 Hrs at time of accident	Engine Manufacturer:	CONT MOTOR
ELT:	C91 installed, not activated	Engine Model/Series:	IO 520 SERIES
Registered Owner:	PLUMBO VICTOR GASTON	Rated Power:	285 Horsepower
Operator:	PLUMBO VICTOR GASTON	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	ACY,75 ft msl	Distance from Accident Site:	12 Nautical Miles
Observation Time:	14:54 Local	Direction from Accident Site:	7°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	13 knots / 17 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	170°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.03 inches Hg	Temperature/Dew Point:	26°C / 17°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Ocean City, NJ (26N)	Type of Flight Plan Filed:	None
Destination:	Ocean City, NJ (26N)	Type of Clearance:	None
Departure Time:	15:30 Local	Type of Airspace:	

Airport Information

Airport:	Ocean City Municipal 26N	Runway Surface Type:	Asphalt
Airport Elevation:	5 ft msl	Runway Surface Condition:	Dry
Runway Used:	24	IFR Approach:	None
Runway Length/Width:	2973 ft / 60 ft	VFR Approach/Landing:	None

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:	39.258056,-74.604446

Administrative Information

Investigator In Charge (IIC):	Alleyne, Eric
Additional Participating Persons:	Edward Coudon; FAA/ FSDO; Philadelphia, PA
Original Publish Date:	October 17, 2011
Last Revision Date:	
Investigation Class:	Class
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=79025

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](#).