



# Aviation Investigation Final Report

<b>Location:</b>	Palatka, Florida	<b>Accident Number:</b>	ERA13CA207
<b>Date &amp; Time:</b>	April 16, 2013, 17:10 Local	<b>Registration:</b>	N812F
<b>Aircraft:</b>	Cessna A185F	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Landing gear not configured	<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

The pilot reported that he was performing a water touch-and-go landing on a river, about 3 miles from the departure airport. He also reported that he was distracted by potential skydivers, towers in the area, and by his passenger as they discussed the route of flight. He did not retract the landing gear after he took off and he landed the amphibious airplane on the water with the wheels extended. The airplane immediately nosed over and came to rest inverted in the water. The pilot reported that the fuselage and wings sustained structural damage. He did not report any preimpact mechanical malfunctions or failures with the airplane that would have precluded normal operation.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to retract the landing gear after takeoff from a runway, and his subsequent water landing with the wheels extended.

## Findings

<b>Aircraft</b>	Wheel/ski/float - Incorrect use/operation
<b>Personnel issues</b>	Use of equip/system - Pilot

## Factual Information

### History of Flight

<b>Landing-flare/touchdown</b>	Landing gear not configured (Defining event)
<b>Landing-flare/touchdown</b>	Nose over/nose down

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	60, Male
<b>Airplane Rating(s):</b>	Single-engine land; Single-engine sea; Multi-engine land; Multi-engine sea	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	Balloon; Glider; Helicopter	<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 3 With waivers/limitations	<b>Last FAA Medical Exam:</b>	August 27, 2012
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	February 4, 2013
<b>Flight Time:</b>	2779 hours (Total, all aircraft), 519 hours (Total, this make and model), 2553 hours (Pilot In Command, all aircraft), 73 hours (Last 90 days, all aircraft), 18 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	N812F
<b>Model/Series:</b>	A185F	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	18503277
<b>Landing Gear Type:</b>	Amphibian	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	July 16, 2012 Annual	<b>Certified Max Gross Wt.:</b>	3600 lbs
<b>Time Since Last Inspection:</b>	58 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	6974 Hrs as of last inspection	<b>Engine Manufacturer:</b>	CONT MOTOR
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	IO 520 SERIES
<b>Registered Owner:</b>	MOUNTAIN SKYWAGON LLC	<b>Rated Power:</b>	300 Horsepower
<b>Operator:</b>	Lindsay A. Weaver	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	SGJ,10 ft msl	<b>Distance from Accident Site:</b>	23 Nautical Miles
<b>Observation Time:</b>	16:53 Local	<b>Direction from Accident Site:</b>	48°
<b>Lowest Cloud Condition:</b>	Few / 3400 ft AGL	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	12 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	40°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30.18 inches Hg	<b>Temperature/Dew Point:</b>	24°C / 20°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Palatka, FL (28J )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Beaufort, SC (ARW )	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	17:05 Local	<b>Type of Airspace:</b>	

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	2 None	<b>Latitude, Longitude:</b>	29.681943,-81.646385(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Hicks, Ralph
<b>Additional Participating Persons:</b>	Richard Scheibel; FAA/FSDO; Orlando, FL
<b>Original Publish Date:</b>	July 23, 2013
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	This accident report documents the factual circumstances of this accident as described to the NTSB.
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=86669">https://data.nts.gov/Docket?ProjectID=86669</a>

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