



AVIATION



HIGHWAY



MARINE



RAILROAD



PIPELINE

Aviation Investigation Final Report

Location:	Miami, Florida	Accident Number:	GAA18CA388
Date & Time:	July 1, 2018, 11:30 Local	Registration:	N14ED
Aircraft:	Cessna A185	Aircraft Damage:	Substantial
Defining Event:	Nose over/nose down	Injuries:	1 Minor
Flight Conducted Under:	Part 91: General aviation - Positioning		

Analysis

According to the pilot, he inadvertently failed to retract the wheels of the amphibious airplane after takeoff from a hard surface runway. Upon arrival at his destination, he did not use the Before Landing checklist, and when the airplane touched down on the water with the wheels extended, it nosed over.

The amphibious airplane sustained substantial damage to the right wing lift strut, the empennage, the right wing aileron, the rudder, and the elevator.

The pilot asserted that the accident was pilot error and that the accident could have been prevented if he had he used the checklist.

The pilot reported that there were no mechanical malfunctions or failures with the amphibious 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 wheels of the amphibious airplane on takeoff, which resulted in a nose-over when the airplane landed on water with the wheels extended. Contributing to the accident was the pilot's failure to use appropriate checklists.

Findings

Aircraft	Configuration - Incorrect use/operation
Personnel issues	Use of equip/system - Pilot
Personnel issues	Use of checklist - Pilot

Factual Information

History of Flight

Takeoff	Miscellaneous/other
Landing-flare/touchdown	Nose over/nose down (Defining event)

Pilot Information

Certificate:	Commercial	Age:	26,Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	3-point
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 1 Without waivers/limitations	Last FAA Medical Exam:	April 11, 2018
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	April 25, 2018
Flight Time:	(Estimated) 756.2 hours (Total, all aircraft), 20 hours (Total, this make and model), 289.5 hours (Pilot In Command, all aircraft), 128.6 hours (Last 90 days, all aircraft), 36.2 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N14ED
Model/Series:	A185 F	Aircraft Category:	Airplane
Year of Manufacture:	1972	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	18502107
Landing Gear Type:	Amphibian; Ski/wheel	Seats:	4
Date/Type of Last Inspection:	June 1, 2018 100 hour	Certified Max Gross Wt.:	3525 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	169.5 Hrs	Engine Manufacturer:	Continental
ELT:	Installed	Engine Model/Series:	IO-520
Registered Owner:		Rated Power:	300 Horsepower
Operator:		Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KMIA,29 ft msl	Distance from Accident Site:	8 Nautical Miles
Observation Time:	15:53 Local	Direction from Accident Site:	274°
Lowest Cloud Condition:	Scattered / 3000 ft AGL	Visibility	10 miles
Lowest Ceiling:	Broken / 6500 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.06 inches Hg	Temperature/Dew Point:	31°C / 24°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Fort Lauderdale, FL (FLL)	Type of Flight Plan Filed:	None
Destination:	Miami, FL (X44)	Type of Clearance:	VFR
Departure Time:	11:00 Local	Type of Airspace:	Class G

Airport Information

Airport:	Miami X44	Runway Surface Type:	Water
Airport Elevation:	6 ft msl	Runway Surface Condition:	Water-calm
Runway Used:		IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Full stop;Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor	Latitude, Longitude:	25.778333,-80.17028(est)

Administrative Information

Investigator In Charge (IIC):	Hicks, Michael
Additional Participating Persons:	Rick Beckstrom; FAA; Miramar, FL
Original Publish Date:	March 18, 2019
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=97654

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).