



# National Transportation Safety Board Aviation Accident Data Summary

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<b>Location:</b>	New York, NY	<b>Accident Number:</b>	GAA17CA574
<b>Date &amp; Time:</b>	07/21/2017, 1720 EDT	<b>Registration:</b>	N802TW
<b>Aircraft:</b>	CESSNA 208	<b>Injuries:</b>	9 None
<b>Flight Conducted Under:</b>	Part 135: Air Taxi & Commuter - Non-scheduled		

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## Analysis

The pilot of the float-equipped airplane reported that, during a water takeoff and about 50 knots, the airplane encountered boat wake, which caused the airplane to become airborne prematurely. He added that the airplane landed on a swell and became airborne again. During the second touchdown, the airplane struck another swell and touched down hard. The pilot aborted the takeoff.

The airplane sustained substantial damage to the empennage.

The director of operations for the company reported that there were no preaccident mechanical failures or malfunctions with the airplane that would have precluded normal operation.

## Flight Events

Takeoff - Miscellaneous/other  
Takeoff - Collision with terr/obj (non-CFIT)

## Probable Cause

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

The airplane's encounter with boat wake and multiple swells during a water takeoff.

## Findings

Personnel issues-Task performance-Use of equip/info-Aircraft control-Pilot - C  
Environmental issues-Physical environment-Runway/land/takeoff/taxi surface-Choppy surface-  
Effect on operation - C

## Pilot Information

Certificate:	Commercial	Age:	51
Airplane Rating(s):	Multi-engine Land; Single-engine Land; Single-engine Sea	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:			

## Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N802TW
Model/Series:	208 A	Engines:	1 Turbo Prop
Operator:	VOLO AVIATION INC	Engine Manufacturer:	P&W
Operating Certificate(s) Held:	Commuter Air Carrier (135)	Engine Model/Series:	PT6A SER
Flight Conducted Under:	Part 135: Air Taxi & Commuter - Non-scheduled		

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	KJRB, 7 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	None	Wind Speed/Gusts, Direction:	Light and Variable / , Variable
Temperature:	31 °C	Visibility	10 Miles
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	NEW YORK, NY (6N7)	Destination:	EAST HAMPTON, NY (HTO)

## Airport Information

Airport:	NEW YORK SKYPORTS INC (6N7)	Runway Surface Type:	Water
Runway Used:	N	Runway Surface Condition:	Water--choppy; Water--calm
Runway Length/Width:	10000 ft / 1000 ft		

## Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	8 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Latitude, Longitude:	40.734167, -73.972778 (est)		

## Administrative Information

Investigator In Charge (IIC):	Kathryn R Benhoff	Adopted Date:	02/21/2018
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.		
Investigation Docket:	<a href="http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=96276">http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=96276</a>		

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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.