



Aviation Investigation Final Report

Location:	TIMBALIER ISLE, Louisiana	Accident Number:	FTW93LA162
Date & Time:	May 22, 1993, 17:00 Local	Registration:	N3588
Aircraft:	CESSNA A185F	Aircraft Damage:	Substantial
Defining Event:		Injuries:	4 None
Flight Conducted Under:	Part 135: Air taxi & commuter - Non-scheduled		

Analysis

DURING AN OPEN WATER DEPARTURE THE SEAPLANE WAS AT ROTATION SPEED WHEN IT STRUCK A SAND BAR. FOLLOWING THE SAND BAR STRIKE THE AIRPLANE NOSED OVER TO THE INVERTED POSITION. THE AIRPLANE HAD LANDED ONE HOUR EARLIER WHEN THE TIDE WAS IN AND WHEN THE TAKEOFF WAS ATTEMPTED THE TIDE HAD GONE OUT

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: PILOT'S INADEQUATE PREFLIGHT PLANNING AND PREPARATION IN THE SELECTION OF HIS TAKEOFF ROUTE. A FACTOR WAS THE SAND BAR

Findings

Occurrence #1: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: TAKEOFF

Findings

1. (C) PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. (F) TERRAIN CONDITION - SAND BAR

Occurrence #2: NOSE OVER
Phase of Operation: TAKEOFF

Factual Information

On May 22, 1993, at approximately 1700 central daylight time, a Cessna A185F, N3588, was substantially damaged upon impact with a sand bar while attempting a water takeoff near Timbalier Isle, in the Gulf of Mexico. The commercial pilot and his 3 passengers were not injured. Visual meteorological conditions prevailed for the 14 CFR Part 135 flight.

According to the operator, in a written statement, the airplane was on a return trip from an all day fishing trip to Timbalier Isle. The pilot attempted to takeoff in the same area where he made a successful water landing one hour prior to the accident. The operator added that the airplane was at rotation speed when both floats impacted a sand bar in the prevailing low tide conditions, resulting in the airplane nosing over and coming to rest inverted in the shallow water. The pilot further reported that if "he had left earlier or to have had better knowledge of the area," the accident would not have happened.

Pilot Information

Certificate:	Commercial	Age:	65, Male
Airplane Rating(s):	Single-engine land; Single-engine sea	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 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	July 8, 1992
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	7150 hours (Total, all aircraft), 5000 hours (Total, this make and model), 20 hours (Last 90 days, all aircraft), 10 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N3588
Model/Series:	A185F A185F	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	18502259
Landing Gear Type:	Float	Seats:	4
Date/Type of Last Inspection:	March 3, 1993 100 hour	Certified Max Gross Wt.:	3320 lbs
Time Since Last Inspection:	88 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	7227 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	IO-520
Registered Owner:	SOUTHERN SEAPLANE INC.	Rated Power:	285 Horsepower
Operator:	SOUTHERN SEAPLANE INC.	Operating Certificate(s) Held:	On-demand air taxi (135)
Operator Does Business As:		Operator Designator Code:	FACA

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	20 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	135°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	27°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	(NONE)	Type of Flight Plan Filed:	Company VFR
Destination:	BELLE CHASSE , LA (65LA)	Type of Clearance:	None
Departure Time:	15:05 Local	Type of Airspace:	Class G

Airport Information

Airport:		Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		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:	

Administrative Information

Investigator In Charge (IIC):	Ellis, Matthew
Additional Participating Persons:	S MUNN; BATON ROUGE , LA
Original Publish Date:	October 25, 1993
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=18754

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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](#).