



Aviation Investigation Final Report

Location:	BELLE CHASE, Louisiana	Accident Number:	FTW96LA103
Date & Time:	January 22, 1996, 12:15 Local	Registration:	N6034N
Aircraft:	Cessna A185F	Aircraft Damage:	Substantial
Defining Event:		Injuries:	3 None
Flight Conducted Under:	Part 135: Air taxi & commuter - Non-scheduled		

Analysis

The pilot initiated a takeoff on runway 21 with winds from 100 degrees at 10 knots. During the takeoff roll, he lost directional control of the tailwheel equipped airplane. Subsequently, it came to rest in a drainage canal adjacent to the runway.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's inadequate compensation for the wind conditions, which resulted in a loss of directional control and subsequent encounter with a ditch. The crosswind was a related factor.

Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: TAKEOFF - ROLL/RUN

Findings

1. (F) WEATHER CONDITION - CROSSWIND
2. (C) COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
3. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: TAKEOFF

Findings

4. TERRAIN CONDITION - DITCH

Factual Information

On January 22, 1996, at 1215 central standard time, a Cessna A185F, N6034N, was substantially damaged following a loss of control during takeoff near Belle Chase, Louisiana. The airline transport rated pilot and the 2 passengers were not injured. The airplane was being operated by Southern Seaplane Inc., of Belle Chase, Louisiana, as a Title 14 CFR Part 135 flight. Visual meteorological conditions prevailed for the air taxi flight to Lafayette, Louisiana. A company VFR flight plan was filed, and a weather briefing received for the flight.

According to the pilot and the operator, the airplane was departing from the operator's airstrip (65LA) on runway 20 with winds from 100 degrees at 10 knots. In the enclosed NTSB Pilot/Operator Report, the operator stated that "directional control was lost during the takeoff roll and the airplane came to rest in a drainage canal adjacent to the runway."

Pilot Information

Certificate:	Airline transport; Commercial	Age:	29, Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-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 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	November 29, 1995
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	3500 hours (Total, all aircraft), 700 hours (Total, this make and model), 2800 hours (Pilot In Command, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N6034N
Model/Series:	A185F A185F	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	18504293
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	December 27, 1995 100 hour	Certified Max Gross Wt.:	3350 lbs
Time Since Last Inspection:	14 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	8461 Hrs	Engine Manufacturer:	Continental
ELT:	Installed, not activated	Engine Model/Series:	IO-520
Registered Owner:	LYLE PANEPINTO	Rated Power:	285 Horsepower
Operator:		Operating Certificate(s) Held:	On-demand air taxi (135)
Operator Does Business As:	SOUTHERN SEAPLANE INC.	Operator Designator Code:	SSCA

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	NBG ,4 ft msl	Distance from Accident Site:	10 Nautical Miles
Observation Time:	11:55 Local	Direction from Accident Site:	360°
Lowest Cloud Condition:	Unknown	Visibility	7 miles
Lowest Ceiling:	Broken / 3000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	100°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	17°C / 12°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	(65LA)	Type of Flight Plan Filed:	Company VFR
Destination:	LAFAYETTE , LA (LFT)	Type of Clearance:	None
Departure Time:	12:14 Local	Type of Airspace:	Class G

Airport Information

Airport:	SOUTHERN SEAPLANE 65LA	Runway Surface Type:	Asphalt
Airport Elevation:	2 ft msl	Runway Surface Condition:	Dry
Runway Used:	21	IFR Approach:	None
Runway Length/Width:	3200 ft / 40 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	2 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	3 None	Latitude, Longitude:	29.840625,-90.00064(est)

Administrative Information

Investigator In Charge (IIC):	Casanova, Hector
Additional Participating Persons:	JAMES E WEBB; BATON ROUGE , LA
Original Publish Date:	May 17, 1996
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=19749

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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](#).