



# Aviation Investigation Final Report

<b>Location:</b>	SLIDELL, Louisiana	<b>Accident Number:</b>	FTW85LA189
<b>Date &amp; Time:</b>	April 20, 1985, 14:00 Local	<b>Registration:</b>	N93485
<b>Aircraft:</b>	CESSNA A185F	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

THE PLT REPORTED THAT DURING A WATER LANDING, THE LEFT FLOAT DRAGGED, BUT HE WAS ABLE TO 'PULL IT OUT' & STARTED TO ADD POWER TO GO AROUND. HOWEVER, HE SAW POWER LINES AHEAD & REALIZED THAT A GO-AROUND WAS NOT POSSIBLE. HE SAID HE 'PLANTED IT BACK ON THE WATER' & THEN THE ACFT NOSED OVER. WITNESSES REPORTED THE PLT WAS ATTEMPTING TO LAND ON THE WATERWAY WHEN A BOAT APPROACHED FROM THE OPPOSITE DIRECTION. THE PLT ADDED POWER TO GO-AROUND AND VEERED THE ACFT TO THE RIGHT AT WHICH TIME THE RIGHT FLOAT CAUGHT AND THE ACFT NOSED OVER. THE PLT USED POOR JUDGEMENT IN ATTEMPTING A LANDING ON THE EDEN ISLE WATERWAY WHICH AN UNAPPROVED WATERWAY FOR SEAPLANE OPERATIONS.

## Probable Cause and Findings

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

### Findings

Occurrence #1: DRAGGED WING, ROTOR, POD, FLOAT OR TAIL/SKID  
Phase of Operation: GO-AROUND (VFR)

#### Findings

1. (F) TERRAIN CONDITION - UNAPPROVED
2. (C) JUDGMENT - POOR - PILOT IN COMMAND

3. (C) PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
4. (C) VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
5. GO-AROUND - ATTEMPTED - PILOT IN COMMAND
6. (C) AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND

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Occurrence #2: NOSE OVER  
Phase of Operation: GO-AROUND (VFR)

Findings

7. TERRAIN CONDITION - WATER, GLASSY

## Factual Information

### Pilot Information

<b>Certificate:</b>	Airline transport; Commercial; Flight instructor	<b>Age:</b>	52, Male
<b>Airplane Rating(s):</b>	Single-engine land; Single-engine sea; Multi-engine land; Multi-engine sea	<b>Seat Occupied:</b>	Unknown
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	Airplane single-engine	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 1 Valid Medical-w/ waivers/lim	<b>Last FAA Medical Exam:</b>	December 12, 1984
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	14000 hours (Total, all aircraft), 200 hours (Total, this make and model), 3 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N93485
<b>Model/Series:</b>	A185F A185F	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	1823238
<b>Landing Gear Type:</b>	Amphibian; Float	<b>Seats:</b>	6
<b>Date/Type of Last Inspection:</b>	April 15, 1985 Annual	<b>Certified Max Gross Wt.:</b>	3350 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	2200 Hrs	<b>Engine Manufacturer:</b>	CONTINENTAL
<b>ELT:</b>	Installed, activated, did not aid in locating accident	<b>Engine Model/Series:</b>	IO-520-D
<b>Registered Owner:</b>	MC DERMOTT, INC.	<b>Rated Power:</b>	300 Horsepower
<b>Operator:</b>	H.T. BIRMINGHAM	<b>Operating Certificate(s) Held:</b>	None
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	NEW ,27 ft msl	<b>Distance from Accident Site:</b>	10 Nautical Miles
<b>Observation Time:</b>	14:50 Local	<b>Direction from Accident Site:</b>	200°
<b>Lowest Cloud Condition:</b>	Scattered / 2000 ft AGL	<b>Visibility</b>	7 miles
<b>Lowest Ceiling:</b>	Broken / 6000 ft AGL	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	14 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	160°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30 inches Hg	<b>Temperature/Dew Point:</b>	
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	SLIDELL , LA	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>		<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	00:00 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>		<b>Runway Surface Type:</b>	Water
<b>Airport Elevation:</b>	10 ft msl	<b>Runway Surface Condition:</b>	Water-calm
<b>Runway Used:</b>	0	<b>IFR Approach:</b>	
<b>Runway Length/Width:</b>	1000 ft / 140 ft	<b>VFR Approach/Landing:</b>	Straight-in;Traffic pattern

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 None	<b>Latitude, Longitude:</b>	

## Administrative Information

**Investigator In Charge (IIC):** Roth, F

**Additional Participating Persons:** L MAY;

**Original Publish Date:**

**Last Revision Date:**

**Investigation Class:** [Class](#)

**Note:**

**Investigation Docket:** <https://data.nts.gov/Docket?ProjectID=21726>

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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