



Aviation Investigation Final Report

Location:	NEW ORLEANS, Louisiana	Accident Number:	FTW00LA180
Date & Time:	June 12, 2000, 18:26 Local	Registration:	N61441
Aircraft:	Cessna A185F	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 135: Air taxi & commuter - Non-scheduled		

Analysis

During the landing roll, the pilot attempted to exit the runway onto a taxiway at a high rate of speed. Subsequently, the tail-wheel equipped airplane ground looped, and the left main landing gear collapsed.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to maintain directional control during landing roll, which resulted in a ground loop.

Findings

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

Findings

1. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. GROUND LOOP/SWERVE - ENCOUNTERED - PILOT IN COMMAND

Factual Information

On June 12, 2000, at 1826 central daylight time, a Cessna A185F tail-wheel equipped airplane, N61441, was substantially damaged during landing roll at the New Orleans Moisant Field Airport, near New Orleans, Louisiana. The aircraft was registered to and operated by Southern Seaplane, Inc., of Belle Chasse, Louisiana. The airline transport pilot and passenger were not injured. Visual meteorological conditions prevailed, and a visual flight rules flight plan was filed for the 14 Code of Federal Regulations Part 135 air taxi flight. The on-demand cargo flight originated from Lake Charles, Louisiana, at 1700.

According to the FAA inspector, who responded to the accident site, the pilot landed the airplane on runway 10. During the landing roll the pilot attempted to exit the runway onto taxiway Alpha at a "high rate of speed," and the airplane "ground looped."

In the enclosed Pilot/Operator Aircraft Accident Report (NTSB Form 6120.1/2), the pilot reported that "after a three-point landing and rollout [he] began a turn toward the taxiway, the tail of the aircraft came around and the aircraft proceeded to ground loop."

Examination of the airplane by the FAA inspector revealed that the left wing tip, left aileron, and the elevator were damaged. The left main landing gear was found collapsed, and the left main landing gear's attach point was structurally damaged.

Pilot Information

Certificate:	Airline transport; Flight instructor	Age:	39, 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):	Airplane multi-engine; Airplane single-engine; Instrument airplane	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	October 13, 1999
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	3580 hours (Total, all aircraft), 600 hours (Total, this make and model), 3250 hours (Pilot In Command, all aircraft), 230 hours (Last 90 days, all aircraft), 80 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N61441
Model/Series:	A185F A185F	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	18504191
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	May 18, 2000 100 hour	Certified Max Gross Wt.:	3350 lbs
Time Since Last Inspection:	41 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	12222 Hrs	Engine Manufacturer:	Continental
ELT:	Installed, not activated	Engine Model/Series:	IO-520-D
Registered Owner:	SOUTHERN SEAPLANE, INC.	Rated Power:	300 Horsepower
Operator:		Operating Certificate(s) Held:	On-demand air taxi (135)
Operator Does Business As:		Operator Designator Code:	SSCA

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	MSY ,4 ft msl	Distance from Accident Site:	
Observation Time:	17:53 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Scattered / 5500 ft AGL	Visibility	10 miles
Lowest Ceiling:	Broken / 7500 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	130°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	30°C / 18°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	LAKE CHARLES , LA (CWF)	Type of Flight Plan Filed:	VFR
Destination:	(MSY)	Type of Clearance:	VFR
Departure Time:	17:00 Local	Type of Airspace:	Class B

Airport Information

Airport:	NEW ORLEANS INTERNATIONAL MSY	Runway Surface Type:	Asphalt
Airport Elevation:	4 ft msl	Runway Surface Condition:	Dry
Runway Used:	10	IFR Approach:	None
Runway Length/Width:	10104 ft / 150 ft	VFR Approach/Landing:	Stop and go

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	Wigington, Douglas
Additional Participating Persons:	MARY E DONAHUE; BATON ROUGE , LA
Original Publish Date:	May 8, 2001
Last Revision Date:	
Investigation Class:	Class
Note:	The NTSB traveled to the scene of this accident.
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=49423

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.

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](#).