



Aviation Investigation Final Report

Location:	Leeville, Louisiana	Accident Number:	DFW07LA120
Date & Time:	May 24, 2007, 15:30 Local	Registration:	N45WT
Aircraft:	Cessna U206G	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Fatal, 3 None
Flight Conducted Under:	Part 91: General aviation - Executive/Corporate		

Analysis

The single-engine floatplane collided with a power boat during a water takeoff. The floatplane was departing a privately owned water strip located on a waterway, when an 18 foot powerboat entered the waterway from an intersecting canal and crossed ahead of the floatplane's take-off path. The powerboat then executed a U-turn in front of the aircraft. The 12,911 hour airline transport pilot attempted to avoid the powerboat by attempting to take-off prematurely in order to avoid impacting the powerboat. One of the passenger witnesses stated that they were up to very close take-off speed when he saw the boat approaching at a high rate of speed from the canal. Another passenger stated that he heard a statement from the front passenger "do you have the boat?" and the pilot replied "He's turning into us!" The amphibian float impacted the boat causing the floatplane to nose-over as it impacted the water. A witness, who was standing on the shore, observed the floatplane preparing for takeoff and observed the powerboat execute a 180-degree turn in front of the floatplane. The floatplane sustained structural damage and came to rest partly submerged. The sole occupant of the boat was fatally injured.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The failure of the operator of the powerboat to maintain separation from the departing floatplane.

Findings

Occurrence #1: ON GROUND/WATER COLLISION WITH OBJECT

Phase of Operation: TAKEOFF - ROLL/RUN

Findings

1. (C) OBJECT - OTHER
2. (C) CLEARANCE - NOT MAINTAINED - OTHER PERSON

Occurrence #2: NOSE OVER

Phase of Operation: TAKEOFF - ROLL/RUN

Findings

3. TERRAIN CONDITION - WATER

Factual Information

On May 24, 2007, approximately 1530 central daylight time, a single-engine Cessna U206G floatplane, N45WT, collided with an 18-foot powerboat while attempting a water take-off from the Bayou Fourchon Seaplane Base, near Leeville, Louisiana. The floatplane sustained substantial damage and was partly submerged. The commercial pilot and two passengers in the floatplane were not injured. The floatplane was owned and operated by Chevron USA., of Picayune, Mississippi. The sole occupant of the boat was fatally injured. Visual meteorological conditions prevailed, and a visual flight rules (VFR) flight plan was filed for the 45-nautical mile cross-country flight conducted under 14 Code of Federal Regulations Part 91. The flight was originating at the time of the accident.

The Federal Aviation Administrator (FAA) Inspector, who responded to the accident site, reported that the Cessna floatplane was departing to the south, when a powerboat entered the waterway from an intersecting canal and crossed ahead of the floatplane's take-off path and then executed a U-turn in front of the aircraft. The floatplane impacted the boat causing the floatplane to nose-over further damaging the airplane as it impacted the water.

The Cessna floatplane came to rest in 15 to 20 feet of water. Once the floatplane was recovered, the examination revealed structural damage to the right float and wing tip structure. The right side portion of the right flap, the right rear door, and fuselage structure in the area of the right rear door were also damaged during the accident sequence.

The pilot of the floatplane reported that he observed a small boat approaching his departure path at a high rate of speed. The pilot stated that the boat appeared to be crossing his path from east-to-west when for unknown reasons, the boat made a U-turn towards the floatplane. The pilot stated that he elected to take-off in order to avoid impacting the boat with the propeller and fuselage of the floatplane. The pilot added that the floatplane was doing approximately 65 knots and was approximately 4-feet above the water when the right amphibian float struck the boat.

A witness, who was standing on the shore, observed the floatplane preparing for takeoff and noted that the floatplane was clear of traffic before the pilot initiated the take-off. The witness stated that the floatplane began its departure when a small boat crossed in front of the airplane's departure path, the small boat made an effort to turn and avoid the plane but it was too late to avoid the collision.

A floatplane passenger, who was in the right front seat, stated that they were very close to take-off speed when he saw the boat approaching at a high rate of speed from the canal. The passenger pointed out the boat to ensure that the pilot saw it. The pilot then noted that he was aware of the boat and attempted to lift-off when the boat turned into the floatplane. The

passenger stated that he lost sight of the boat as the boat passed below the floatplane.

The rear seat passenger of the floatplane stated that things appeared to be normal when he heard a statement from the front passenger "do you have the boat?" Then he heard the pilot say "He's turning into us!" The passenger stated that they were just out of the water when the floatplane impacted the boat.

The pilot, who was occupying the left front seat, held an airline transport pilot certificate for single-engine land, single-engine sea, multiengine land, multiengine sea, helicopter, and instrument airplane. He also held a flight instructor certificate for airplane single-engine, airplane multi-engine, and instrument airplane. The pilot's most recent FAA first-class medical certificate was issued on January 02, 2007, and the last flight review was given on February 20, 2007. The pilot reported having accumulated a total of 12,911 hours of total flight time, with 4,550 hours in the same make and model aircraft.

The airplane was a 1977 Cessna U206G on amphibian floats. The pilot stated on the accident report (NTSB Form 6120.1), that the last annual/100 hour inspection was performed on May 23, 2007. The total time on the airframe, at the time of accident, was 8,606.2 hours. The airplane was powered by a fuel injected 300-horsepower Continental reciprocating engine.

Bayou Fourchon Seaplane Base (1LA4) is a private-use seaplane runway, located 8 miles north of Leesville, Louisiana, and has one water runway. Runway 6W/24W is 5,000 feet long and 75 feet wide and does not have a control tower, nor a local area common traffic advisory frequency (CTAF).

Pilot Information

Certificate:	Airline transport	Age:	53, Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land; Multi-engine sea	Seat Occupied:	Left
Other Aircraft Rating(s):	Helicopter	Restraint Used:	
Instrument Rating(s):		Second Pilot Present:	No
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine; Instrument airplane	Toxicology Performed:	No
Medical Certification:	Class 1 With waivers/limitations	Last FAA Medical Exam:	January 1, 2007
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	February 1, 2007
Flight Time:	12911 hours (Total, all aircraft), 4550 hours (Total, this make and model), 11737 hours (Pilot In Command, all aircraft), 146 hours (Last 90 days, all aircraft), 66 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N45WT
Model/Series:	U206G	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	U20603846
Landing Gear Type:	Retractable - ; Amphibian; Float	Seats:	4
Date/Type of Last Inspection:	May 1, 2007 100 hour	Certified Max Gross Wt.:	3800 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	8606.2 Hrs at time of accident	Engine Manufacturer:	Continental
ELT:	Installed, not activated	Engine Model/Series:	IO 550 F6
Registered Owner:	Chevron USA	Rated Power:	300 Horsepower
Operator:		Operating Certificate(s) Held:	None

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:	Scattered / 3900 ft AGL	Visibility	10 miles
Lowest Ceiling:	Broken / 3900 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	13 knots / 20 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	110°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.15 inches Hg	Temperature/Dew Point:	27°C / 17°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Leeville, LA (1LA4)	Type of Flight Plan Filed:	VFR
Destination:	VENICE, LA (8LA1)	Type of Clearance:	VFR
Departure Time:		Type of Airspace:	

Airport Information

Airport:	BAYOU FOURCHON 1LA4	Runway Surface Type:	Water
Airport Elevation:	0 ft msl	Runway Surface Condition:	Water-choppy
Runway Used:		IFR Approach:	None
Runway Length/Width:	5000 ft / 75 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:	1 Fatal	Aircraft Explosion:	None
Total Injuries:	1 Fatal, 3 None	Latitude, Longitude:	29.239168,-89.979248(est)

Administrative Information

Investigator In Charge (IIC):	Hatch, Craig
Additional Participating Persons:	Mary Donoghue; FAA FSDO; Baton Rouge, LA Steve Miller; Cessna Aircraft Company; Wichita, KS
Original Publish Date:	July 25, 2007
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=65846

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](#).