



AVIATION



HIGHWAY



MARINE



RAILROAD



PIPELINE

Aviation Investigation Final Report

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|--------------------------------|-----------------------------------------------|-------------------------|-------------|
| Location: | Chandeluer Islands, Louisiana | Accident Number: | CEN24LA150 |
| Date & Time: | April 5, 2024, 08:30 Local | Registration: | N7896S |
| Aircraft: | Cessna U206B | Aircraft Damage: | Substantial |
| Defining Event: | Hard landing | Injuries: | 4 None |
| Flight Conducted Under: | Part 135: Air taxi & commuter - Non-scheduled | | |

Analysis

The pilot of the on-demand passenger flight reported that they departed for a fishing trip to the destination island. Upon arrival, the pilot flew alongside the island to determine where to land and fish. The pilot said that the water conditions on west side of the island were stirred up due to the wind, but it was the only area to land on because of ocean swells on the east side of the island. The north side of the island had water conditions that were the least stirred up and was an area that he had landed on numerous occasions. He elected to land on the north side of the island between two sand bars, which were protected from the wind. Prior to the landing attempt, the pilot overflowed the intended landing area three times to ensure that the water was deep enough and calm enough to land on. Upon touchdown, the airplane bounced off a wave and the pilot did not increase engine power to initiate a go-around because he thought that due to the airplane's weight and height above water, it would only result in settling into the waves with increased engine power. The pilot maintained the airplane attitude to avoid an aerodynamic stall. The airplane then impacted a larger wave, which fractured the left float and the airplane settled nose down on its left side in the water. The airplane sustained substantial damage to the left horizontal stabilizer and elevator. The pilot reported that there were no preaccident failures or malfunctions with the airplane that would have precluded normal operation.

The pilot stated the accident could have been prevented if he had decided to return to the point of origin rather than attempting to land.

Probable Cause and Findings

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

The pilot's improper decision to attempt a landing on rough water conditions, which resulted in an impact with the water.

Findings

| Personnel issues | Decision making/judgment - Pilot |
|------------------|----------------------------------|
|------------------|----------------------------------|

Factual Information

History of Flight

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|---------|-------------------------------|
| Landing | Hard landing (Defining event) |
|---------|-------------------------------|

Pilot Information

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|---------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------|----------------|
| Certificate: | Commercial | Age: | 27,Male |
| Airplane Rating(s): | Single-engine land; Single-engine sea | Seat Occupied: | Left |
| Other Aircraft Rating(s): | None | Restraint Used: | 3-point |
| Instrument Rating(s): | Airplane | Second Pilot Present: | No |
| Instructor Rating(s): | None | Toxicology Performed: | |
| Medical Certification: | Class 1 With waivers/limitations | Last FAA Medical Exam: | April 13, 2024 |
| Occupational Pilot: | Yes | Last Flight Review or Equivalent: | June 1, 2023 |
| Flight Time: | 679 hours (Total, all aircraft), 384 hours (Total, this make and model), 538 hours (Pilot In Command, all aircraft), 22 hours (Last 90 days, all aircraft), 9 hours (Last 30 days, all aircraft), 0 hours (Last 24 hours, all aircraft) | | |

Aircraft and Owner/Operator Information

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|--------------------------------------|----------------------------------|---------------------------------------|--------------------------|
| Aircraft Make: | Cessna | Registration: | N7896S |
| Model/Series: | U206B | Aircraft Category: | Airplane |
| Year of Manufacture: | 1967 | Amateur Built: | |
| Airworthiness Certificate: | Normal | Serial Number: | U2060814 |
| Landing Gear Type: | None; Float | Seats: | 4 |
| Date/Type of Last Inspection: | March 28, 2024 Annual | Certified Max Gross Wt.: | 3500 lbs |
| Time Since Last Inspection: | | Engines: | 1 Reciprocating |
| Airframe Total Time: | 3770.2 Hrs as of last inspection | Engine Manufacturer: | Continental |
| ELT: | Installed, not activated | Engine Model/Series: | IO-520-F |
| Registered Owner: | On file | Rated Power: | 300 Horsepower |
| Operator: | Cajun Air | Operating Certificate(s) Held: | On-demand air taxi (135) |
| Operator Does Business As: | On file | Operator Designator Code: | 6JNA |

Meteorological Information and Flight Plan

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|-----------------------------------------|------------------------|---------------------------------------------|-------------|
| 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 | |
| Lowest Ceiling: | None | Visibility (RVR): | |
| Wind Speed/Gusts: | 12 knots / | Turbulence Type Forecast/Actual: | / |
| Wind Direction: | 240° | Turbulence Severity Forecast/Actual: | / |
| Altimeter Setting: | | Temperature/Dew Point: | |
| Precipitation and Obscuration: | | | |
| Departure Point: | Barataria, LA | Type of Flight Plan Filed: | Company VFR |
| Destination: | Chandeleur Islands, LA | Type of Clearance: | None |
| Departure Time: | 07:15 Local | Type of Airspace: | Class G |

Wreckage and Impact Information

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|----------------------------|--------|-----------------------------|--------------------------|
| Crew Injuries: | 1 None | Aircraft Damage: | Substantial |
| Passenger Injuries: | 3 None | Aircraft Fire: | None |
| Ground Injuries: | | Aircraft Explosion: | None |
| Total Injuries: | 4 None | Latitude, Longitude: | 29.33088,-89.396912(est) |

Administrative Information

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|------------------------------------------|---------------------------------------------------------------------------------------------------------|
| Investigator In Charge (IIC): | Gallo, Mitchell |
| Additional Participating Persons: | Myron Billiot; Federal Aviation Administration, Baton Rouge FSDO; Baton Rouge, LA |
| Original Publish Date: | June 21, 2024 |
| Last Revision Date: | |
| Investigation Class: | Class 4 |
| Note: | The NTSB did not travel to the scene of this accident. |
| Investigation Docket: | https://data.nts.gov/Docket?ProjectID=194050 |

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](#).