



AVIATION



HIGHWAY



MARINE



RAILROAD



PIPELINE

Aviation Investigation Final Report

Location:	Port Clinton, Ohio	Accident Number:	ERA23LA385
Date & Time:	September 30, 2023, 16:05 Local	Registration:	N34PL
Aircraft:	Cessna T206	Aircraft Damage:	Substantial
Defining Event:	Controlled flight into terr/obj (CFIT)	Injuries:	1 Minor, 1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

After takeoff the airline transport pilot and pilot-rated passenger of the amphibious airplane performed landings at an airport and on a river, performed airwork, then proceeded west, where when near a river, both looked for wires and poles but neither saw any. The pilot landed uneventfully on the river and while on the step he initiated takeoff. Although the pilot was looking and did not see any wires or poles associated with wires that spanned the river, the pilot-rated passenger spotted unmarked powerlines spanning the river immediately before impact with them during the initial climb and called them out to the pilot. The airplane collided with the wire(s), and the airplane pitched down and impacted the river resulting in substantial damage to the right wing, right wing lift strut, and aft empennage. The pilot stated there were no preimpact failures or malfunctions of the airplane that would have precluded normal operation of the airplane.

Probable Cause and Findings

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

The pilot's failure to detect and avoid unmarked powerline(s) while attempting to take off from a river.

Findings

Personnel issues	Monitoring environment - Pilot
Environmental issues	Wire - Awareness of condition

Factual Information

History of Flight

Initial climb	Controlled flight into terr/obj (CFIT) (Defining event)
Uncontrolled descent	Collision with terr/obj (non-CFIT)

Pilot Information

Certificate:	Airline transport; Commercial	Age:	72, 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:	3-point
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine; Instrument airplane	Toxicology Performed:	
Medical Certification:	Class 2 With waivers/limitations	Last FAA Medical Exam:	November 18, 2022
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	August 8, 2023
Flight Time:	15090 hours (Total, all aircraft), 1000 hours (Total, this make and model), 14045 hours (Pilot In Command, all aircraft), 80 hours (Last 90 days, all aircraft), 26 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Pilot-rated passenger Information

Certificate:	Airline transport; Flight instructor	Age:	67, Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land; Multi-engine sea	Seat Occupied:	Right
Other Aircraft Rating(s):	Helicopter	Restraint Used:	Unknown
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine; Helicopter; Instrument airplane; Instrument helicopter	Toxicology Performed:	
Medical Certification:	Class 2 With waivers/limitations	Last FAA Medical Exam:	November 2, 2022
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	June 30, 2023
Flight Time:	16850 hours (Total, all aircraft), 60 hours (Total, this make and model), 11695 hours (Pilot In Command, all aircraft), 90 hours (Last 90 days, all aircraft), 30 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N34PL
Model/Series:	T206 H	Aircraft Category:	Airplane
Year of Manufacture:	2003	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	T20608403
Landing Gear Type:	Amphibian	Seats:	6
Date/Type of Last Inspection:	September 1, 2022 Annual	Certified Max Gross Wt.:	3800 lbs
Time Since Last Inspection:	84 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1298 Hrs as of last inspection	Engine Manufacturer:	Lycoming
ELT:	C126 installed, activated, aided in locating accident	Engine Model/Series:	TIO-540-Aj1A
Registered Owner:	On file	Rated Power:	310 Horsepower
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KPCW, 590 ft msl	Distance from Accident Site:	7 Nautical Miles
Observation Time:	16:15 Local	Direction from Accident Site:	86°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	Unknown / None
Wind Direction:	50°	Turbulence Severity Forecast/Actual:	Unknown / N/A
Altimeter Setting:	30.26 inches Hg	Temperature/Dew Point:	23°C / 15°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Port Clinton, OH	Type of Flight Plan Filed:	None
Destination:	Millbury, OH (TDZ)	Type of Clearance:	None
Departure Time:		Type of Airspace:	Class G

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 Minor	Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	1 Minor, 1 None	Latitude, Longitude:	41.508993,-83.023902(est)

Administrative Information

Investigator In Charge (IIC):	Monville, Timothy
Additional Participating Persons:	Steven D. Truesdale; FAA/FSDO; North Olmsted, OH
Original Publish Date:	December 21, 2023
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=193169

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](#).