



AVIATION



HIGHWAY



MARINE



RAILROAD



PIPELINE

# Aviation Investigation Final Report

<b>Location:</b>	Barataria, Louisiana	<b>Accident Number:</b>	CEN24LA047
<b>Date &amp; Time:</b>	November 18, 2023, 10:50 Local	<b>Registration:</b>	N61919
<b>Aircraft:</b>	Cessna A185F	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Collision during takeoff/land	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Positioning		

## Analysis

The pilot reported that she had setup for landing on an intracoastal waterway and picked a landing area based on the locations of three nearby boats. During final approach, she had the three boats in sight, one of which was on the far right side of waterway and traveling in the same direction. She determined that the boats would not be a factor and continued to land. The airplane touched down on the choppy water and she added power to keep the airplane on the step. Immediately after touchdown the airplane veered left, then nosed over and sustained substantial damage to the right wing. The pilot egressed the airplane without further incident. She noticed that the recreational boat that was originally on the right side of the waterway was now on the left side and the boat driver stated that the airplane hit the boat. Since the pilot was seated in the left seat, her view to the lower right area of the airplane would have been restricted by the airframe. The pilot added that three other airplanes had just landed on the waterway and there was one more in position to land behind her.

## Probable Cause and Findings

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

A recreational boat crossed in front of the airplane's path during landing on the water which resulted in the airplane colliding with the boat.

## Findings

<b>Environmental issues</b>	Ground vehicle - Contributed to outcome
<b>Environmental issues</b>	Ground vehicle - Awareness of condition
<b>Personnel issues</b>	Identification/recognition - Pilot

## Factual Information

### History of Flight

<b>Landing-flare/touchdown</b>	Nose over/nose down
<b>Landing</b>	Collision during takeoff/land (Defining event)

### Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	39,Female
<b>Airplane Rating(s):</b>	Single-engine land; Single-engine sea	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Lap only
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	
<b>Medical Certification:</b>	Class 2 With waivers/limitations	<b>Last FAA Medical Exam:</b>	March 24, 2023
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	March 28, 2023
<b>Flight Time:</b>	1010 hours (Total, all aircraft), 600 hours (Total, this make and model), 840 hours (Pilot In Command, all aircraft), 18 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

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	N61919
<b>Model/Series:</b>	A185F	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>	1981	<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	18504274
<b>Landing Gear Type:</b>	Float	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	July 19, 2023 100 hour	<b>Certified Max Gross Wt.:</b>	3350 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	6286.2 Hrs as of last inspection	<b>Engine Manufacturer:</b>	Continental Motors
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	IO-520-D30B
<b>Registered Owner:</b>	TAILSPIN LLC	<b>Rated Power:</b>	285 Horsepower
<b>Operator:</b>	Southern Seaplane, Inc.	<b>Operating Certificate(s) Held:</b>	On-demand air taxi (135), Pilot school (141)

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	KNBG, 1 ft msl	<b>Distance from Accident Site:</b>	8 Nautical Miles
<b>Observation Time:</b>	10:55 Local	<b>Direction from Accident Site:</b>	54°
<b>Lowest Cloud Condition:</b>	Scattered / 1900 ft AGL	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	Broken / 2700 ft AGL	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	6 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	10°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	29.99 inches Hg	<b>Temperature/Dew Point:</b>	21°C / 16°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Belle Chasse, LA (65LA)	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Belle Chasse, LA (65LA)	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	10:35 Local	<b>Type of Airspace:</b>	Class E

## Airport Information

<b>Airport:</b>	Intracoastal waterway	<b>Runway Surface Type:</b>	
<b>Airport Elevation:</b>		<b>Runway Surface Condition:</b>	Water-choppy
<b>Runway Used:</b>		<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>		<b>VFR Approach/Landing:</b>	Full stop

## 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>	29.738707,-90.142605

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Lindberg, Joshua
<b>Additional Participating Persons:</b>	David Gutkowski; Federal Aviation Administration; Baton Rouge, LA
<b>Original Publish Date:</b>	December 13, 2023
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class 4</a>
<b>Note:</b>	The NTSB did not travel to the scene of this accident.
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=193427">https://data.nts.gov/Docket?ProjectID=193427</a>

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](#).