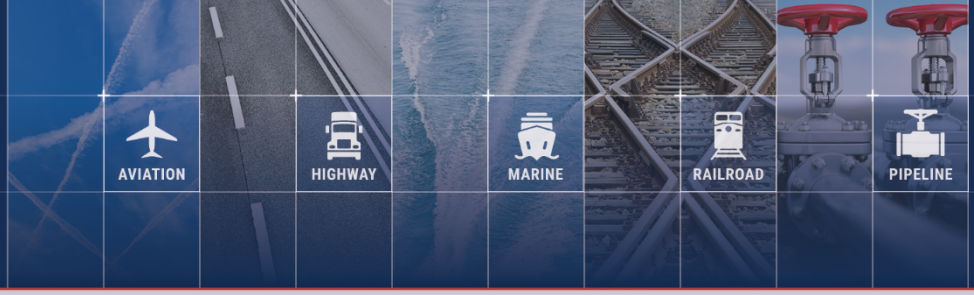

Aviation Investigation Final Report

Location:	Belle Chasse, Louisiana	**Accident Number:**	CEN24LA186
Date & Time:	May 1, 2024, 10:30 Local	**Registration:**	N2782L
Aircraft:	Cessna 172H	**Aircraft Damage:**	Substantial
Defining Event:	Abnormal runway contact	**Injuries:**	2 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

The flight instructor reported that he and a student pilot were returning to the seaplane base after completing the student pilot's instructional stage check for a commercial single-engine sea rating. During the final approach for landing, the flight instructor noticed the seaplane's glide path flown by the student pilot was high and would require most of the waterway to land. The flight instructor took control of the seaplane to correct for the high glide path. After the flight instructor corrected the seaplane's glide path, the seaplane touched down on the waterway, and the flight instructor applied left rudder control to keep the seaplane centered on the waterway. The seaplane continued to the right and struck a sand bank where it nosed over. The seaplane sustained substantial damage to the left wing spar. The flight instructor reported no preaccident failures or malfunctions with the seaplane that would have precluded normal operations.

The flight instructor felt that the touch down attitude was flat resulting in an inadvertent water loop.

Probable Cause and Findings

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

The inadequate landing flare by the flight instructor that resulted in a loss of directional control and impact with terrain.

Findings

Aircraft	Landing flare - Not attained/maintained

Factual Information

History of Flight

Approach-VFR pattern final	Attempted remediation/recovery
Landing-flare/touchdown	Abnormal runway contact (Defining event)
Landing-landing roll	Loss of control on ground
Landing-landing roll	Runway excursion
Landing-landing roll	Collision with terr/obj (non-CFIT)
Landing-landing roll	Nose over/nose down

Pilot Information

Certificate:	Commercial; Flight instructor	**Age:**	27,Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land; Multi-engine sea	**Seat Occupied:**	Right
Other Aircraft Rating(s):	None	**Restraint Used:**	Lap only
Instrument Rating(s):	Airplane	**Second Pilot Present:**	Yes
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine; Instrument airplane	**Toxicology Performed:**	
Medical Certification:	Class 1 With waivers/limitations	**Last FAA Medical Exam:**	April 26, 2024
Occupational Pilot:	Yes	**Last Flight Review or Equivalent:**	August 9, 2023
Flight Time:	1726 hours (Total, all aircraft), 583 hours (Total, this make and model), 1653 hours (Pilot In Command, all aircraft), 128 hours (Last 90 days, all aircraft), 46 hours (Last 30 days, all aircraft), 7.3 hours (Last 24 hours, all aircraft)		

Student pilot Information

Certificate:	Commercial	**Age:**	32,Male
Airplane Rating(s):		**Seat Occupied:**	Left
Other Aircraft Rating(s):		**Restraint Used:**	Lap only
Instrument Rating(s):		**Second Pilot Present:**	Yes
Instructor Rating(s):		**Toxicology Performed:**	
Medical Certification:	Class 1 Without waivers/limitations	**Last FAA Medical Exam:**	March 1, 2024
Occupational Pilot:	No	**Last Flight Review or Equivalent:**	
Flight Time:			

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	**Registration:**	N2782L
Model/Series:	172H	**Aircraft Category:**	Airplane
Year of Manufacture:	1967	**Amateur Built:**	
Airworthiness Certificate:	Normal	**Serial Number:**	17255982
Landing Gear Type:	Float	**Seats:**	4
Date/Type of Last Inspection:	March 18, 2024 Annual	**Certified Max Gross Wt.:**	2200 lbs
Time Since Last Inspection:		**Engines:**	1 Reciprocating
Airframe Total Time:	2412.7 Hrs as of last inspection	**Engine Manufacturer:**	Teledyne Continental
ELT:	Installed, not activated	**Engine Model/Series:**	O-300-CCD
Registered Owner:	Southern Seaplane, Inc.	**Rated Power:**	145 Horsepower
Operator:	Southern Seaplane, Inc.	**Operating Certificate(s) Held:**	On-demand air taxi (135), Pilot school (141)
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:	NBG,2 ft msl	**Distance from Accident Site:**	3 Nautical Miles
Observation Time:	09:55 Local	**Direction from Accident Site:**	180°
Lowest Cloud Condition:	Scattered / 2000 ft AGL	**Visibility**	10 miles
Lowest Ceiling:	None	**Visibility (RVR):**	
Wind Speed/Gusts:	4 knots /	**Turbulence Type Forecast/Actual:**	/
Wind Direction:	110°	**Turbulence Severity Forecast/Actual:**	/
Altimeter Setting:	29.98 inches Hg	**Temperature/Dew Point:**	27°C / 22°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Belle Chasse, LA	**Type of Flight Plan Filed:**	None
Destination:	Belle Chasse, LA	**Type of Clearance:**	VFR
Departure Time:		**Type of Airspace:**	Class D

Airport Information

Airport:	Southern Seaplane Airport 65LA	**Runway Surface Type:**	Water
Airport Elevation:	0 ft msl	**Runway Surface Condition:**	Water-calm
Runway Used:	20	**IFR Approach:**	None
Runway Length/Width:	5000 ft / 100 ft	**VFR Approach/Landing:**	Full stop;Traffic pattern

Wreckage and Impact Information

Crew Injuries:	2 None	**Aircraft Damage:**	Substantial
Passenger Injuries:		**Aircraft Fire:**	None
Ground Injuries:		**Aircraft Explosion:**	None
Total Injuries:	2 None	**Latitude, Longitude:**	29.82,-90.02(est)

Administrative Information

Investigator In Charge (IIC):	Gallo, Mitchell
Additional Participating Persons:	Paul Marks; Federal Aviation Administration, Baton Rouge FSDO; Baton Rouge, LA
Original Publish Date:	June 13, 2024
Last Revision Date:	
Investigation Class:	Class 4
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=194256