



AVIATION



HIGHWAY



MARINE



RAILROAD



PIPELINE

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

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](#).