



# National Transportation Safety Board Aviation Incident Factual Report

---

<b>Location:</b>	PILOTTOWN, LA	<b>Incident Number:</b>	FTW931A250
<b>Date &amp; Time:</b>	09/02/1993, 1100 CDT	<b>Registration:</b>	N6279E
<b>Aircraft:</b>	CESSNA A185F	<b>Aircraft Damage:</b>	None
<b>Defining Event:</b>		<b>Injuries:</b>	1 None

**Flight Conducted Under:** Part 91: General Aviation - Positioning

---

## HISTORY OF FLIGHT

On September 2, 1993, at approximately 1100 central daylight time, the pilot of a Cessna A185F, N6279E, became incapacitated while water taxiing the airplane at Pilottown, Louisiana, and the airplane collided with a river bank, but was not damaged. time later. Visual meteorological conditions prevailed at the time, and no flight plan had been filed.

The following is based on a telephone interview with the aircraft owner and the subsequent Pilot/Operator Report (NTSB Form 6120.1/2) he submitted. The pilot of N6279E landed on the river and his two passengers disembarked. The owner flew over the river and saw the pilot wave at him. Since the airplane was facing downwind, the owner believes the pilot untied the airplane with the intention of water taxiing into an upwind position before docking.

The owner reported he decided to orbit the area and wait for the pilot to report he was clear of the landing area. When no report was received the owner attempted to contact the pilot via radio. After receiving no answer he flew low over the water, observed the airplane taxiing slowly across the water, and saw the pilot slumped over the controls. As the owner landed, he saw the airplane taxi into the river bank. When he reached the airplane, he found the pilot had stopped breathing and had no pulse. A U.S. Coast Guard helicopter evacuated the pilot to a nearby hospital.

## MEDICAL AND PATHOLOGICAL INFORMATION

An autopsy was performed by the Jefferson Parrish, Coroners Office in Gretna, Louisiana. Cause of the pilot's death was attributed to "acute coronary insufficiency due to atherosclerotic cardiovascular disease and abnormal coronary artery distribution." Toxicological protocol was negative for ethyl alcohol, carbon monoxide, and drugs.

The Federal Aviation Administration's medical certification file revealed that in September 1962, the pilot was diagnosed as having a "slight systolic heart murmur" that was "probably

functional" and "probably associated with a slight pes cavum deformity of the chest." The electrocardiogram was "generally within normal limits." In September 1989, an FAA airman medical examiner detected a "mild expansive pulsation of the abdominal aorta" and "post exercise mild tachycardia," and the pilot was denied medical certification. Subsequent tests made by a non-FAA physician disclosed "no evidence of an abdominal aortic aneurysm" and the pilot was granted a class medical certificate in October.

## Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	68, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Multi-engine Sea; Single-engine Land; Single-engine Sea	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	Yes
<b>Medical Certification:</b>	Class 2 Valid Medical--w/ waivers/lim.	<b>Last FAA Medical Exam:</b>	10/27/1992
<b>Occupational Pilot:</b>	<b>Last Flight Review or Equivalent:</b>		
<b>Flight Time:</b>	20000 hours (Total, all aircraft), 5000 hours (Total, this make and model), 18000 hours (Pilot In Command, all aircraft), 103 hours (Last 90 days, all aircraft), 49 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N6279E
<b>Model/Series:</b>	A185F A185F	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Utility	<b>Serial Number:</b>	18504019
<b>Landing Gear Type:</b>	Float	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	05/20/1993, Annual	<b>Certified Max Gross Wt.:</b>	3320 lbs
<b>Time Since Last Inspection:</b>	82 Hours	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	4198 Hours	<b>Engine Manufacturer:</b>	CONTINENTAL
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	IO-520-D34
<b>Registered Owner:</b>	SEA AIR SERVICE, INC.	<b>Rated Power:</b>	300 hp
<b>Operator:</b>	SEA AIR SERVICE, INC.	<b>Operating Certificate(s) Held:</b>	On-demand Air Taxi (135)
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	KBNA

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Scattered / 1500 ft agl	Visibility	20 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	Unknown
Destination:		Type of Clearance:	
Departure Time:	0000	Type of Airspace:	

## Airport Information

Airport:		Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	Water--calm
Runway Used:	0	IFR Approach:	
Runway Length/Width:		VFR Approach/Landing:	None

## Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	None
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	

## Administrative Information

Investigator In Charge (IIC):	ARNOLD W SCOTT,
Additional Participating Persons:	MICHAEL B CHAPMAN; BATON ROUGE, LA
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .