



National Transportation Safety Board Aviation Incident Data Summary

Location:	PILOTTOWN, LA	Incident Number:	FTW931A250
Date & Time:	09/02/1993, 1100 CDT	Registration:	N6279E
Aircraft:	CESSNA A185F	Injuries:	1 None
Flight Conducted Under:	Part 91: General Aviation - Positioning		

Analysis

THE AIR TAXI PILOT LANDED ON A RIVER AND HIS TWO PASSENGERS DISEMBARKED. THE AIRPLANE'S OWNER FLEW OVER THE RIVER AND SAW THE PILOT WAVE AT HIM. THE OWNER THEN OBSERVED THE AIRPLANE WATER TAXIING SLOWLY ACROSS THE RIVER. THE OWNER FLEW LOW OVER THE RIVER, OBSERVED THE PILOT SLUMPED OVER THE CONTROLS, AND WATCHED AS THE AIRPLANE TAXIED INTO THE RIVER BANK. THE OWNER LANDED AND FOUND THE PILOT WAS NOT BREATHING AND HAD NO PULSE. THE PILOT WAS LATER PRONOUNCED DEAD ON ARRIVAL AT A NEARBY HOSPITAL. AUTOPSY PROTOCOL ATTRIBUTED DEATH TO 'ACUTE CORONARY INSUFFICIENCY DUE TO ATHEROSCLEROTIC CARDIOVASCULAR DISEASE AND ABNORMAL CORONARY ARTERY DISTRIBUTION.'

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this incident to be: THE PILOT IN COMMAND BECOMING PHYSICALLY INCAPACITATED (HEART ATTACK).

Findings

Occurrence #1: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: TAXI

Findings

1. (C) INCAPACITATION(CARDIOVASCULAR) - PILOT IN COMMAND
2. TERRAIN CONDITION - DIRT BANK/RISING EMBANKMENT

Pilot Information

Certificate:	Commercial	Age:	68
Airplane Rating(s):	Multi-engine Land; Multi-engine Sea; Single-engine Land; Single-engine Sea	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	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

Aircraft Make:	CESSNA	Registration:	N6279E
Model/Series:	A185F A185F	Engines:	1 Reciprocating
Operator:	SEA AIR SERVICE, INC.	Engine Manufacturer:	CONTINENTAL
Operating Certificate(s) Held:	On-demand Air Taxi (135)	Engine Model/Series:	IO-520-D34
Flight Conducted Under:	Part 91: General Aviation - Positioning		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Weather Information Source:	Witness
Lowest Ceiling:	None / 0 ft agl	Wind Speed/Gusts, Direction:	/ ,
Temperature:		Visibility	20 Miles
Precipitation and Obscuration:			
Departure Point:		Destination:	

Airport Information

Airport:		Runway Surface Type:	
Runway Used:	0	Runway Surface Condition:	Water--calm
Runway Length/Width:			

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
Latitude, Longitude:			

Administrative Information

Investigator In Charge (IIC):	ARNOLD W SCOTT,	Adopted Date:	09/26/1994
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 pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report.