



National Transportation Safety Board Aviation Accident Final Report

Location:	CHANDELEUR ISL, LA	Accident Number:	FTW85LA001
Date & Time:	10/01/1984, 1000 CDT	Registration:	N4641U
Aircraft:	CESSNA TU206G	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None

Flight Conducted Under: Part 91: General Aviation - Personal

Analysis

PLT WAS FLYING LOW AND SLOW IN AREA AWAITING ARRIVAL OF BOAT FOR FISHING PARTY. PLT ALLOWED HIS ATTENTION TO BE DISTRACTED BY SPOTTING FISH & INADVERTENTLY CONTACTED WATER WITH A FLOAT. ACFT CAME TO REST INVERTED IN 6 INCHES OF WATER.

Probable Cause and Findings

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

Findings

Occurrence #1: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: MANEUVERING

Findings

1. (C) PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
 2. (F) DIVERTED ATTENTION - PILOT IN COMMAND
 3. (F) TERRAIN CONDITION - WATER, GLASSY
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Occurrence #2: NOSE OVER
Phase of Operation: OTHER

Factual Information

Pilot Information

Certificate:	Private	Age:	58, Male
Airplane Rating(s):	Single-engine Land; Single-engine Sea	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	10/11/1982
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	3000 hours (Total, all aircraft), 3000 hours (Total, this make and model), 3000 hours (Pilot In Command, all aircraft), 75 hours (Last 90 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N4641U
Model/Series:	TU206G TU206G	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	U20605021
Landing Gear Type:	Float	Seats:	6
Date/Type of Last Inspection:	07/11/1984, 100 Hour	Certified Max Gross Wt.:	3600 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	1021 Hours	Engine Manufacturer:	CONTINENTAL
ELT:	Installed	Engine Model/Series:	TSIO-520-M
Registered Owner:	DR. ROBERT H. MUDD	Rated Power:	310 hp
Operator:	DR. ROBERT H. MUDD	Operating Certificate(s) Held:	None

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:	Clear / 0 ft agl	Visibility	15 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	15 knots / 25 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	360°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	24° C / 16° C
Precipitation and Obscuration:			
Departure Point:	MOBILE, AL (BFM)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	0930 CDT	Type of Airspace:	Class G

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
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):	J O JOHNSON	Report Date:	
Additional Participating Persons:	EARL COOK; BATON ROUGE, LA		
Publish Date:			
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 pubinquiry@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. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).