



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	HARVEY, LA	<b>Accident Number:</b>	FTW83FA259
<b>Date &amp; Time:</b>	06/01/1983, 0835 CDT	<b>Registration:</b>	N52072
<b>Aircraft:</b>	CESSNA 180J	<b>Aircraft Damage:</b>	Destroyed
<b>Defining Event:</b>		<b>Injuries:</b>	2 Fatal
<b>Flight Conducted Under:</b>	Part 135: Air Taxi & Commuter - Non-scheduled		

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## Analysis

A NAVIGABLE WATERWAY, HARVEY CANAL, WAS BEING USED AS A SEAPLANE BASE. IN THAT AREA, A SET OF POWER LINES WERE SUSPENDED OVER THE CANAL BY 2 TALL TOWERS. THE LOWEST LINE OVER THE CANAL WAS 160 FT ABOVE THE CANAL SURFACE, BUT THE LINES DROPPED TO HEIGHTS OF DOWN TO 60 FT OVER LAND. THE NORMAL PROCEDURE FOR A SOUTH TAKEOFF WAS TO FLY UNDER THE LINES AFTER LIFT-OFF OR TO TURN & CROSS OVER THE LINES WHERE THEY ARE LOW TO THE GROUND. WHILE TAKING OFF, THE ACFT WAS OBSERVED TO CLIMB NORMALLY TO APRX 30 FT AGL, THEN BEGAN TO ACCELERATE. APRX 500 FT NORTH OF THE POWER LINES, THE ACFT ENTERED AN ABRUPT CLIMB & REPORTEDLY WENT TO A NEAR VERTICAL ATTITUDE. IT THEN ROTATED ABOUT THE LEFT WING & DESCENDED VERTICALLY INTO THE CANAL, IMPACTING APRX 100 FT NORTH OF THE POWER LINES. AN EXAM REVEALED NO EVIDENCE OF A PREIMPACT MALFUNCTION OR FAILURE. AN INVESTIGATION REVEALED THAT THE PLT HAD BEEN GIVING FLT INSTRUCTION TO THE PASSENGER. IT WAS NOT VERIFIED WHO HAD PULLED THE ACFT UP, BUT THE PLT'S NORMAL PROCEDURE WAS TO FLY UNDER THE WIRES.

## Probable Cause and Findings

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

## Findings

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Occurrence #1: ABRUPT MANEUVER

Phase of Operation: TAKEOFF - INITIAL CLIMB

### Findings

1. (F) PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
2. (F) QUALIFICATION - PILOT IN COMMAND
3. (C) SUPERVISION - IMPROPER - PILOT IN COMMAND
4. (F) TERRAIN CONDITION - HIGH OBSTRUCTION(S)
5. (C) PULL-UP - EXCESSIVE - PASSENGER

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Occurrence #2: LOSS OF CONTROL - IN FLIGHT

Phase of Operation: MANEUVERING

### Findings

6. (C) AIRSPEED - NOT MAINTAINED
7. (C) REMEDIAL ACTION - INADEQUATE - PILOT IN COMMAND
8. (C) STALL - INADVERTENT - PILOT IN COMMAND

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Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT - UNCONTROLLED

## Factual Information

### Pilot Information

<b>Certificate:</b>	Airline Transport	<b>Age:</b>	33, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land; Single-engine Sea	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>		<b>Restraint Used:</b>	Seatbelt
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	Airplane Single-engine	<b>Toxicology Performed:</b>	Yes
<b>Medical Certification:</b>	Class 1 Valid Medical--w/ waivers/lim.	<b>Last FAA Medical Exam:</b>	03/14/1983
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	6112 hours (Total, all aircraft), 5832 hours (Pilot In Command, all aircraft), 60 hours (Last 90 days, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N52072
<b>Model/Series:</b>	180J 180J	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Utility	<b>Serial Number:</b>	18052480
<b>Landing Gear Type:</b>	Float	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	05/25/1983, 100 Hour	<b>Certified Max Gross Wt.:</b>	3190 lbs
<b>Time Since Last Inspection:</b>	14 Hours	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	4190 Hours	<b>Engine Manufacturer:</b>	CONTINENTAL
<b>ELT:</b>		<b>Engine Model/Series:</b>	O-470-R
<b>Registered Owner:</b>	JOHN ALES	<b>Rated Power:</b>	230 hp
<b>Operator:</b>	HARVEY CANAY SEAPLANE SERVICE	<b>Operating Certificate(s) Held:</b>	On-demand Air Taxi (135)

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	MSY, 0 ft msl	Distance from Accident Site:	10 Nautical Miles
Observation Time:	0755 CDT	Direction from Accident Site:	360°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	7 Miles
Lowest Ceiling:	Overcast / 3200 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	50°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	20° C / 16° C
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	Company VFR
Destination:	GRAND ISLE, LA	Type of Clearance:	None
Departure Time:	0000	Type of Airspace:	Class G

## Airport Information

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

## Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	1 Fatal	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Fatal	Latitude, Longitude:	

## Administrative Information

Investigator In Charge (IIC):	WANDEL V WARREN	Report Date:	
Additional Participating Persons:			
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 <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> .		

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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](#).