



National Transportation Safety Board Aviation Accident Data Summary

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

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

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

Findings

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

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Pilot Information

Certificate:	Airline Transport	Age:	33
Airplane Rating(s):	Multi-engine Land; Single-engine Land; Single-engine Sea	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):		Instructor Rating(s):	Airplane Single-engine
Flight Time:	6112 hours (Total, all aircraft), 5832 hours (Pilot In Command, all aircraft), 60 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N52072
Model/Series:	180J 180J	Engines:	1 Reciprocating
Operator:	HARVEY CANAY SEAPLANE SERVICE	Engine Manufacturer:	CONTINENTAL
Operating Certificate(s) Held:	On-demand Air Taxi (135)	Engine Model/Series:	O-470-R
Flight Conducted Under:	Part 135: Air Taxi & Commuter - Non-scheduled		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	MSY, 0 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	Overcast / 3200 ft agl	Wind Speed/Gusts, Direction:	6 knots / , 50°
Temperature:	20°C	Visibility	7 Miles
Precipitation and Obscuration:			
Departure Point:		Destination:	GRAND ISLE, LA

Airport Information

Airport:		Runway Surface Type:	
Runway Used:	0	Runway Surface Condition:	
Runway Length/Width:			

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
Latitude, Longitude:			

Administrative Information

Investigator In Charge (IIC): WANDEL V WARREN

Adopted 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 pubinq@ntsb.gov, or at 800-877-6799. Dockets released after this date are available at <http://dms.nts.gov/pubdms/>.

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