



National Transportation Safety Board Aviation Accident Final Report

Location:	NEW ORLEANS, LA	Accident Number:	FTW82FRD09
Date & Time:	04/01/1982, 1424 CST	Registration:	N100TK
Aircraft:	CESSNA A185E	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	2 Fatal
Flight Conducted Under:	Part 91: General Aviation - Business		

Analysis

THE PILOT OF THE AMPHIBIOUS AIRCRAFT INITIATED A TAKEOFF ON RUNWAY 10. WITNESSES STATED THAT THE ENGINE BEGAN LOSING POWER. AFTER TAKING OFF, THE AIRCRAFT WAS OBSERVED TO MAKE A SHARP LEFT TURN BACK TOWARD THE AIRPORT WHILE STILL AT A LOW ALTITUDE. SOME WITNESSES STATED THAT THE ENGINE STOPPED WHILE THE PLANE WAS TURNING. OTHERS REPORTED THAT THE ENGINE CONTINUED RUNNING UNTIL THE AIRCRAFT CRASHED. THE IMPACT OCCURRED ON A HEADING OF ABOUT 310 DEG IN A NOSE LOW, LEFT WING DOWN ATTITUDE. THE AIRCRAFT WAS DESTROYED BY IMPACT AND SUBSEQUENT FIRE. DURING THE INVESTIGATION, THE ENGINE WAS DISASSEMBLED, BUT AN EXAMINATION OF THE INTERIOR PARTS DID NOT REVEAL ANY CONDITION THAT WOULD HAVE CONTRIBUTED TO AN ENGINE FAILURE.

Probable Cause and Findings

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

Findings

Occurrence #1: LOSS OF ENGINE POWER
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. (C) REASON FOR OCCURRENCE UNDETERMINED

Occurrence #2: FORCED LANDING
Phase of Operation: MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Occurrence #3: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Findings

2. (C) AIRSPEED - INADEQUATE - PILOT IN COMMAND
3. (C) STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #4: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Factual Information

Pilot Information

Certificate:	Private	Age:	45, Male
Airplane Rating(s):	Single-engine Sea	Seat Occupied:	Unknown
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Unknown None	Last FAA Medical Exam:	
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:			

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N100TK
Model/Series:	A185E A185E	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:		Serial Number:	18502079
Landing Gear Type:	Amphibian	Seats:	6
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	3300 lbs
Time Since Last Inspection:	0 Hours	Engines:	1 Reciprocating
Airframe Total Time:	3097 Hours	Engine Manufacturer:	CONTINENTAL
ELT:		Engine Model/Series:	IO-520-D
Registered Owner:	GROWDEN BROTHERS, INC.	Rated Power:	300 hp
Operator:	GROWDEN BROTHERS, INC.	Operating Certificate(s) Held:	

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:	Unknown / 0 ft agl	Visibility	5 Miles
Lowest Ceiling:	Broken / 2000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	90°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	78° C / 0° C
Precipitation and Obscuration:			
Departure Point:	NEW ORLEANS, LA	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	0000	Type of Airspace:	

Wreckage and Impact Information

Crew Injuries:	2 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	N/A	Aircraft Fire:	On-Ground
Ground Injuries:	N/A	Aircraft Explosion:	On-Ground
Total Injuries:	2 Fatal	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	Report Date:	04/01/1983
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 pubinquiry@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .	

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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](#).