



National Transportation Safety Board Aviation Accident Data Summary

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| Location: | NEW ORLEANS, LA | Accident Number: | FTW82FRD09 |
| Date & Time: | 04/01/1982, 1424 CST | Registration: | N100TK |
| Aircraft: | CESSNA A185E | 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

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

Pilot Information

| | | | |
|---------------------------|-------------------|-----------------------|------|
| Certificate: | Private | Age: | 45 |
| Airplane Rating(s): | Single-engine Sea | Instrument Rating(s): | None |
| Other Aircraft Rating(s): | | Instructor Rating(s): | None |
| Flight Time: | | | |

Aircraft and Owner/Operator Information

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|--------------------------------|--------------------------------------|----------------------|-----------------|
| Aircraft Make: | CESSNA | Registration: | N100TK |
| Model/Series: | A185E A185E | Engines: | 1 Reciprocating |
| Operator: | GROWDEN BROTHERS, INC. | Engine Manufacturer: | CONTINENTAL |
| Operating Certificate(s) Held: | | Engine Model/Series: | IO-520-D |
| Flight Conducted Under: | Part 91: General Aviation - Business | | |

Meteorological Information and Flight Plan

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|----------------------------------|----------------------|------------------------------|-----------------|
| Conditions at Accident Site: | Visual Conditions | Condition of Light: | Day |
| Observation Facility, Elevation: | , 0 ft msl | Weather Information Source: | Unknown |
| Lowest Ceiling: | Broken / 2000 ft agl | Wind Speed/Gusts, Direction: | 5 knots / , 90° |
| Temperature: | 78° C | Visibility | 5 Miles |
| Precipitation and Obscuration: | | | |
| Departure Point: | NEW ORLEANS, LA | Destination: | |

Wreckage and Impact Information

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

Administrative Information

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| Investigator In Charge (IIC): | Adopted Date: | 04/01/1983 |
| 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.