



National Transportation Safety Board Aviation Accident Final Report

Location:	VENICE, LA	Accident Number:	FTW83LA050
Date & Time:	12/02/1982, 1600 CST	Registration:	N1829R
Aircraft:	CESSNA 185	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 135: Air Taxi & Commuter - Non-scheduled		

Analysis

PILOT MAKING WATER TAKEOFF PASS PIERS COLLIDED WITH A TUG THAT APPEARED OUT OF A SLIP. AIRCRAFT SANK.

Probable Cause and Findings

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

Findings

Occurrence #1: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: TAKEOFF - ROLL/RUN

Findings

1. (C) VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
2. (C) VISUAL LOOKOUT - INADEQUATE - DRIVER OF VEHICLE

Factual Information

Pilot Information

Certificate:	Flight Instructor; Commercial	Age:	25, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land; Single-engine Sea	Seat Occupied:	Unknown
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane Single-engine	Toxicology Performed:	
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	02/12/1982
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	2726 hours (Total, all aircraft), 350 hours (Total, this make and model), 2563 hours (Pilot In Command, all aircraft), 210 hours (Last 90 days, all aircraft), 73 hours (Last 30 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N1829R
Model/Series:	185 185	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:		Serial Number:	18502544
Landing Gear Type:	Amphibian	Seats:	6
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	3350 lbs
Time Since Last Inspection:	30 Hours	Engines:	1 Reciprocating
Airframe Total Time:	3655 Hours	Engine Manufacturer:	CONTINENTAL
ELT:	Installed	Engine Model/Series:	IO-520-D
Registered Owner:	SOUTHERN SEAPLANES	Rated Power:	300 hp
Operator:	SOUTHERN SEAPLANES	Operating Certificate(s) Held:	On-demand Air Taxi (135)

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	10 Miles
Lowest Ceiling:	Unknown / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	135°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	75° C / 0° C
Precipitation and Obscuration:			
Departure Point:	VENICE, LA (53LA)	Type of Flight Plan Filed:	None
Destination:	VENICE, LA (53LA)	Type of Clearance:	None
Departure Time:	1600	Type of Airspace:	

Airport Information

Airport:	SHELL SPB (53LA)	Runway Surface Type:	Water
Airport Elevation:	0 ft	Runway Surface Condition:	Water--calm
Runway Used:	18	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	None

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):		Report Date:	12/02/1983
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 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. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).