

NATIONAL TRANSPORTATION SAFETY BOARD
Vehicle Recorder Division
Washington, DC 20594

March 28, 2019

Onboard Image Recorder

Specialist's Factual Report
By Christopher Babcock

1. EVENT

Location:	Austin, Texas
Date:	July 22, 2017
Aircraft:	Cessna 180, Registration N3119D
Operator:	Private
NTSB Number:	CEN17LA283

2. GROUP

A group was not convened.

3. SUMMARY

On July 22, 2017, at 1735 central daylight time, a Cessna 180, registration N3119D, impacted into Lake Travis near Austin, Texas. The pilot was uninjured, and the two passengers sustained minor injuries. The airplane sustained substantial damage. The airplane was operated by Up Above Austin, LLC, under Title 14 *Code of Federal Regulations* Part 91 as an air tour flight that was not operating on a flight plan. Visual meteorological conditions prevailed at the time of the accident for the local flight that was originating at the time of the accident.

4. DETAILS OF INVESTIGATION

The National Transportation Safety Board (NTSB) Vehicle Recorder Division received 3 video files.

4.1. Video Files

The files were named Video_1.mov, Video_2.mov, and Video_3.mov. Each video was filmed in portrait orientation with a resolution of 568 x 320 pixels and 30 frames per second. Audio was sampled in stereo with a 44100 kHz sample rate.

4.2. Timing and Correlation

Timing of summary information is expressed as Video Elapsed Time, which is time from the beginning of the recording.

4.3. Summary of Recording Contents

4.3.1. Video Recording One: Video_1.mov

This video was 26 seconds long. The right seat passenger was holding the camera. The weather was clear with widely scattered clouds. The lake appeared calm with no whitecaps visible. Over the first 5 seconds of the recording the engine tachometer indication increased from about 1500 rpm to about 2550 rpm with an accompanying sound of an engine increasing power. The aircraft was moving along the water but never appeared to leave the lake surface before the video ended.

4.3.2. Video Recording Two: Video_2.mov

This video was 42 seconds long. The right seat passenger was holding the camera. The weather was clear with widely scattered clouds. The lake appeared calm with no whitecaps visible. The aircraft appeared to be moving faster than in Video_1.mov. No airspeed indicator was visible in the field of view of the camera. Brief glimpses of the engine tachometer showed the engine operating at about 2600 rpm. The engine pitch did not change throughout this video. The aircraft appeared to become airborne at about 17 seconds elapsed time. The aircraft banked right after becoming airborne, descended, and contacted the lake surface at about 34 seconds elapsed time. The aircraft appeared to become airborne again at 39 seconds elapsed time. A 2450 Hz tone was audible starting at about 16 seconds elapsed time with a duration of 18 seconds and again at 35 seconds elapsed time until the end of the recording.

4.3.3. Video Recording Three: Video_3.mov

This video was 23 seconds long. The right seat passenger was holding the camera. The weather was clear with widely scattered clouds. The lake appeared calm with no whitecaps visible. The aircraft was moving along the lake surface with the engine tachometer indicating about 2600 rpm. The aircraft did not appear to become airborne during the entire duration of the video.