

NATIONAL TRANSPORTATIONS SAFETY BOARD
Office of Aviation Safety
Washington, DC 20594

SUMMARY OF AIRCRAFT EXAMINATION

-- CEN19FA271 --

A. ACCIDENT

Location: Chandeleur Sound, Louisiana
Date: August 18, 2019
Time: 1330
Aircraft: Cessna 206; N5364Q

B. PARTICIPANTS

Jennifer Rodi
Senior Aviation Accident Investigator
National Transportation Safety Board

C. ACCIDENT SUMMARY

On August 18, 2019, about 1330 central daylight time, a Cessna 206 float equipped airplane, N5364Q, registered to Ultralight Flights LLC of Barataria, Louisiana, was destroyed when it impacted the water in the Chandeleur Sound, about 19 miles west of Hopedale, Louisiana. The commercial pilot sustained fatal injuries and 2 passengers sustained serious injuries. Instrument meteorological conditions prevailed in the area and no flight plan was filed. The flight was being conducted under the provisions of Title 14 *Code of Federal Regulations* Part 91. The flight originated about 1300 from a small island in the northern part of Chandeleur Sound, about 27 miles northwest of the accident site.

D. AIRCRAFT INFORMATION

According to Federal Aviation Administration records, the airplane, a Cessna U206F float-equipped airplane (serial no. U20603063), was manufactured in 1975. The airplane was powered by a continental IO-520-F engine (serial no. 1004127) rated at 300 horsepower at 2,700 rpm. The engine was equipped with a 3-blade McCauley propeller.

E. DETAILS OF AIRCRAFT EXAMINATIONS

The wreckage was recovered by Southern Aircraft of Baton Rouge, Louisiana. The wreckage was laid out on the warehouse floor and consisted of pieces of the right and left wing, fuselage, empennage, and several smaller pieces. The engine was not recovered. All the pieces were impact and water damaged and were covered in dirt and barnacles.

Summary of Aircraft Examination

The right wing consisted of several large pieces and was impact damage. The right-wing pieces included the right flap and the right aileron. The control cable for the right aileron was impact damaged and separated and could not be functionally tested. The right flap appeared to be in the “up” or “retracted” position.

The left wing consisted of several large pieces and was impact damage. The left-wing pieces included the left flap and the left aileron. The control cable for the left aileron was impact damaged and separated and could not be functionally tested. The left flap appeared to be in the “up” or “retracted” position.

The empennage was impact separated from the fuselage. The inboard section of the right horizontal stabilizer was cut for recovery purposes. The outboard section of the right horizontal stabilizer was impact damaged and separated. The left horizontal stabilizer, left elevator, vertical stabilizer, and rudder remained attached to the empennage. The flight controls were impact damaged. The flight control cables were cut for recovery purposes but were confirmed continuous prior to being cut.

The fuselage included the pilot seat, the right front passenger seat, and one seat aft of the pilot seat. The instrument panel was impact damaged and covered in dirt and barnacles. The engine throttle control, the propeller control knob, and the fuel mixture control knob all appeared to be full forward. The airspeed indicator was partially full of water and the needle sat about 104 mph. The altimeter Kolsman window was set to 29.95. The engine rpm needle sat at zero and the counter read 522.8 hours.

