



The National Transportation Safety Board

Office of Aviation Safety
Central Region
Memorandum for the Record
Passenger T Skerlock
Statement Summary
CEN19FA271
Hopedale, Louisiana
August 18, 2019

Passenger Ted Skerlock Statement Summary

Mr. Ted Skerlock and his son (Clinton Skerlock) arrived at Bourgeois Fishing Charters base about 0500 Sunday August 18, 2019.

They all ate breakfast, received a briefing for the day's events, loaded the aircraft and departed about 0600. They landed at a fishing spot near an island around 0700, unloaded and started fishing. During the morning they observed clouds building in the distance but weren't concerned at the time. Around 1100 they saw a storm coming at them, so they all got under the aircraft to wait out the storm. During this time the pilot and a second pilot that was fishing with customers near them talked about the weather and were monitoring the storms on an iPad radar. After about an hour it started clearing and the pilots decided it was a good window between the storms to get back to base.

Around 1200 they took off and started heading back to base. During the flight Mr. Ted Skerlock observed from the right rear seat that they were heading toward clouds. After about 15 minutes Mr. Ted Skerlock could see that the aircraft was descending and thought that the pilot was trying to keep below the clouds. Mr. Ted Skerlock could see out of the window that they were getting close to the water, but he didn't know the pilot's intentions and thought the pilot could see what he could see and thought maybe he was trying to land. They hit the water very hard, and the aircraft broke up.

When the airplane came to a stop, the airplane was in the water but there was a pocket of air at the top. Mr. Ted Skerlock was able to unbuckle his seat belt and get to the air pocket and then was able to open his door. About that time his son (Mr. Clinton Skerlock) grabbed him and pulled him out of the aircraft. They saw one of the aircraft pontoon's and swam to that to float on. During this time, they noticed fuel from the aircraft floating around them. The pontoon sank and they found an ice chest floating nearby. Mr. Ted Skerlock used the ice chest for floatation and began drifting away from wreckage. His son (Mr. Clinton Skerlock) decided to stay with the wreckage because they thought that would be where the rescue people would come.

Mr. Ted Skerlock drifted eventually into a marsh where he was able to find land and stayed there until he was rescued at around 1900.

Alexander Lemishko

Senior Air Safety Investigator
NTSB Central Region Aviation