



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	NEW ORLEANS, LA	<b>Accident Number:</b>	FTW87FA213
<b>Date &amp; Time:</b>	09/11/1987, 0629 CDT	<b>Registration:</b>	N1352W
<b>Aircraft:</b>	PARTENAVIA P68C	<b>Aircraft Damage:</b>	Destroyed
<b>Defining Event:</b>		<b>Injuries:</b>	1 Serious
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Executive/Corporate		

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## Analysis

THE PLT BEGAN AN ILS RWY 18R APCH AT NGT TO THE LAKEFRONT ARPT. HE RPRTD THAT AFTER THE ACFT BROKE OUT OF THE CLOUDS AT 1700', HE TRANSITIONED TO A VISUAL APCH. HE STATED THAT AS HE CONTD, THE APCH SEEMED NORMAL, EXCEPT THE VASI LIGHTS SEEMED TOO FAR DOWN THE RWY. HE REMEMBERED THAT JUST BEFORE IMPACT, THE VASI WAS PROVIDING A RED OVER RED INDCN, BUT HE DID NOT WORRY AS HE PERCEIVED THE ACFT WAS OVER THE END OF THE RWY & HE WAS ABOUT TO FLARE. AT ABOUT THAT TIME, THE ACFT IMPACTED WITH WATER, WELL SHORT OF THE RWY. AS THE ACFT SANK, THE PLT ESCAPED THRU A HOLE IN THE WINDSHIELD. SUBSEQUENTLY, HE WAS FOUND BY PASSING FISHERMEN. THE PLT BELIEVED HE HAD GOTTEN A FALSE PERCEPTION OF THE RWY LOCATION DUE TO REFLECTION OF LIGHTS OFF OF CALM LAKE WATER.

## Probable Cause and Findings

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

## Findings

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Occurrence #1: UNDERSHOOT

Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

Findings

1. (F) LIGHT CONDITION - DARK NIGHT
2. (F) TERRAIN CONDITION - WATER, GLASSY
3. (C) IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
4. (C) UNSAFE/HAZARDOUS CONDITION WARNING - DISREGARDED - PILOT IN COMMAND
5. (C) DISTANCE - MISJUDGED - PILOT IN COMMAND
6. (F) VISUAL/AURAL PERCEPTION - PILOT IN COMMAND
7. (C) ALTITUDE - MISJUDGED - PILOT IN COMMAND

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Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

Findings

8. TERRAIN CONDITION - WATER

## Factual Information

### Pilot Information

<b>Certificate:</b>	Flight Instructor; Commercial	<b>Age:</b>	73, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt, Shoulder harness
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	Airplane Multi-engine; Airplane Single-engine	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 Valid Medical--w/ waivers/lim.	<b>Last FAA Medical Exam:</b>	04/28/1987
<b>Occupational Pilot:</b>	<b>Last Flight Review or Equivalent:</b>		
<b>Flight Time:</b>	15164 hours (Total, all aircraft), 30 hours (Total, this make and model), 14905 hours (Pilot In Command, all aircraft), 36 hours (Last 90 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	PARTENAVIA	<b>Registration:</b>	N1352W
<b>Model/Series:</b>	P68C P68C	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	232
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	7
<b>Date/Type of Last Inspection:</b>	05/30/1987, Annual	<b>Certified Max Gross Wt.:</b>	4000 lbs
<b>Time Since Last Inspection:</b>	83 Hours	<b>Engines:</b>	2 Reciprocating
<b>Airframe Total Time:</b>	913 Hours	<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	IO-360-A1B6
<b>Registered Owner:</b>	EL TRES PETROLEUM CORP.	<b>Rated Power:</b>	200 hp
<b>Operator:</b>	EL TRES PETROLEUM CORP.	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	NEW, 9 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0634 CDT	Direction from Accident Site:	0°
Lowest Cloud Condition:	Unknown / 1700 ft agl	Visibility	8 Miles
Lowest Ceiling:	Broken / 2500 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	Calm /	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	
Precipitation and Obscuration:			
Departure Point:	HAMMOND, LA (OR9)	Type of Flight Plan Filed:	IFR
Destination:	(NEW)	Type of Clearance:	IFR
Departure Time:	0600 CDT	Type of Airspace:	Class B

## Airport Information

Airport:	LAKEFRONT (NEW)	Runway Surface Type:	Asphalt
Airport Elevation:	9 ft	Runway Surface Condition:	Dry
Runway Used:	18R	IFR Approach:	None
Runway Length/Width:	6700 ft / 150 ft	VFR Approach/Landing:	Full Stop

## Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Destroyed
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Serious	Latitude, Longitude:	

## Administrative Information

Investigator In Charge (IIC):	WARREN V WANDEL	Report Date:	06/07/1989
Additional Participating Persons:	MYRON HIRANO; BATON ROUGE, LA		
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 <a href="mailto:pubinquiry@ntsb.gov">pubinquiry@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

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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](#).