



AVIATION



HIGHWAY



MARINE



RAILROAD



PIPELINE

Aviation Investigation Preliminary Report

Location:	Raceland, LA	Accident Number:	CEN25FA144
Date & Time:	April 2, 2025, 20:30 Local	Registration:	N1574P
Aircraft:	Cessna 210L	Injuries:	2 Fatal
Flight Conducted Under:	Part 91: General aviation - Instructional		

On April 2, 2025, at 2030 central daylight time, a Cessna 210L airplane, N1574P, was destroyed when it was involved in an accident near Raceland, Louisiana. The pilot and flight instructor were fatally injured. The airplane was operated as a Title 14 *Code of Federal Regulations (CFR)* Part 91 instructional flight.

Southern Seaplane, Inc., the airplane owner/operator, informed investigators that the accident pilot had recently reached 500 hours of total flight experience, and that the purpose of the accident flight was to provide the pilot the opportunity to gain more night flight experience and to conduct an instrument proficiency check of the pilot by the instructor that was on-board the airplane. The operator indicated that they intended to add the accident pilot to their on-demand air charter certificate sometime in the future and were helping her gain the experience necessary.

The operator said the intended route of flight was to originate from the Southern Seaplane Airport (65LA), Belle Chase, Louisiana, fly to the Houme-Terrebonne Airport (HUM), Houma, Louisiana, perform an instrument approach, fly to the South Lafourche Leonard Miller Jr. Airport (GAO), Galliano, Louisiana, perform another instrument approach, and then return to 65LA.

Preliminary flight track data indicated that the airplane departed 65LA about 2000 and proceeded toward the west. The flight contacted the New Orleans Approach control facility and requested to fly a practice ILS (instrument landing system) approach into HUM. The flight later requested an instrument flight rules clearance since they would need to penetrate the clouds during the flight. A clearance was issued and the controller provided vectors for the ILS runway 18 approach to HUM. During the flight, the flight crew requested a climb to 3,000 ft msl to attempt to get out of turbulence, which was granted by the controller. The controller continued issuing vectors for the Runway 18 ILS approach to HUM and ultimately cleared the

flight for the approach. The flight acknowledged the approach clearance, and the controller authorized a frequency change to the HUM advisory frequency. No further communications were recorded from the accident airplane.

The reported weather conditions at HUM about the time of the accident included wind from 140° at 19 knots, gusting to 26 knots, 7 statute miles visibility, overcast ceiling at 1,400 ft. temperature 26° C, dew point 23°C, altimeter setting 29.89 in-Hg.

The airplane impacted a marsh about 7.5 nm north of HUM. The only part of the airplane visible above the surface of the marsh was the left wing. The wreckage was confined to a small area and the wreckage signatures were consistent with a near vertical impact.

The airplane wreckage was recovered from the marsh and a layout examination performed. Several components of the airplane and engine were not located during recovery from the accident scene; however, examination confirmed the presence of all primary aircraft structures and flight control surfaces. The airplane's engine and all three propeller blades were also recovered from the accident scene. The airplane's instrument panel and firewall were not found during the recovery.

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N1574P
Model/Series:	210L	Aircraft Category:	Airplane
Amateur Built:			
Operator:	SOUTHERN SEAPLANE INC	Operating Certificate(s) Held:	On-demand air taxi (135), Pilot school (141)
Operator Designator Code:			

Meteorological Information and Flight Plan

Conditions at Accident Site:	IMC	Condition of Light:	Night
Observation Facility, Elevation:	KHUM, 10 ft msl	Observation Time:	20:15 Local
Distance from Accident Site:	8 Nautical Miles	Temperature/Dew Point:	26°C / 23°C
Lowest Cloud Condition:	Unknown	Wind Speed/Gusts, Direction:	19 knots / 26 knots, 140°
Lowest Ceiling:	Overcast / 1400 ft AGL	Visibility:	7 miles
Altimeter Setting:	29.89 inches Hg	Type of Flight Plan Filed:	IFR
Departure Point:	Belle Chase, LA (65LA)	Destination:	Belle Chase, LA (65LA)

Wreckage and Impact Information

Crew Injuries:	2 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Fatal	Latitude, Longitude:	29.701865,-90.651851 (est)

Administrative Information

Investigator In Charge (IIC):	Brannen, John
Additional Participating Persons:	Dave Gutowski; FAA - Baton Rouge; Baton Rouge, LA Julie Cowell; Continental Aerospace Technologies; Mobile, AL Jennifer Barclay; Textron Aviation; Wichita, KS
Investigation Class:	Class 3
Note:	