



National Transportation Safety Board Aviation Accident Final Report

Location:	BIG LAKE, AK	Accident Number:	ANC95LA155
Date & Time:	09/02/1995, 1530 AKD	Registration:	N9033L
Aircraft:	CHAMPION 7GCBC	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None

Flight Conducted Under: Part 91: General Aviation - Personal

Analysis

THE PILOT WAS LANDING ON A LAKE IN A FLOAT EQUIPPED AIRPLANE AND WAS PERFORMING A CURVING APPROACH TO GLASSY WATER. DURING THE LANDING APPROACH, THE AIRPLANE DEVELOPED A HIGH RATE OF DESCENT. JUST BEFORE TOUCHDOWN, THE PILOT ADDED ENGINE POWER, BUT THE AIRPLANE LANDED HARD ON THE WATER. THE AIRPLANE RECEIVED DAMAGE TO THE LEFT FLOAT, LEFT FLOAT STRUT, AND FUSELAGE.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S FAILURE TO MAINTAIN A PROPER RATE OF DESCENT DURING THE APPROACH TO LAND, AND HIS MISJUDGMENT OF ALTITUDE TO FLARE FOR LANDING ON GLASSY WATER. THE GLASSY WATER CONDITION WAS A RELATED FACTOR.

Findings

Occurrence #1: HARD LANDING
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

1. (F) TERRAIN CONDITION - WATER, GLASSY
2. (C) PROPER DESCENT RATE - NOT MAINTAINED - PILOT IN COMMAND
3. (C) FLARE - MISJUDGED - PILOT IN COMMAND

Factual Information

On September 2, 1995, about 1530 Alaska daylight time, a float equipped Champion 7GCBC, N9033L, crashed during landing on a lake, about 6 miles southwest of Big Lake, Alaska. The airplane was being operated as a visual flight rules (VFR) local area personal flight when the accident occurred. The airplane, owned and operated by the pilot, sustained substantial damage. The certificated commercial pilot, the sole occupant, was not injured. Visual meteorological conditions prevailed. The flight originated at the Lake Hood Seaplane base, Anchorage, Alaska, about 1500.

The pilot reported that he was landing on 7 Mile Lake in a northeasterly direction and was performing a curving approach to glassy water. During the landing approach, the airplane developed a high rate of descent. Just before touchdown, the pilot added engine power but the airplane experienced a hard landing on the water. The airplane received damage to the left float, left float strut, and fuselage.

Pilot Information

Certificate:	Flight Instructor; Commercial	Age:	30, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land; Single-engine Sea	Seat Occupied:	Front
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane Single-engine	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	12/01/1994
Occupational Pilot:	Last Flight Review or Equivalent:		
Flight Time:	480 hours (Total, all aircraft), 70 hours (Total, this make and model), 360 hours (Pilot In Command, all aircraft), 80 hours (Last 90 days, all aircraft), 40 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CHAMPION	Registration:	N9033L
Model/Series:	7GCBC 7GCBC	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	260-70
Landing Gear Type:	Float	Seats:	2
Date/Type of Last Inspection:	09/01/1995, 100 Hour	Certified Max Gross Wt.:	1650 lbs
Time Since Last Inspection:	4 Hours	Engines:	1 Reciprocating
Airframe Total Time:	1563 Hours	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	O-320-A2B
Registered Owner:	JEFFREY D. ZAJICEK	Rated Power:	150 hp
Operator:	JEFFREY D. ZAJICEK	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	ANC, 71 ft msl	Distance from Accident Site:	18 Nautical Miles
Observation Time:	1800 ADT	Direction from Accident Site:	160°
Lowest Cloud Condition:	Scattered / 5500 ft agl	Visibility	90 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	9 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	180°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	17° C / 8° C
Precipitation and Obscuration:			
Departure Point:	ANCHORAGE, AK (LHD)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1500 ADT	Type of Airspace:	Class G

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC): SCOTT R ERICKSON **Report Date:** 03/06/1996

Additional Participating Persons: WILBUR KEITH; ANCHORAGE, AK

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 pubinq@ntsb.gov, or at 800-877-6799. Dockets released after this date are available at <http://dms.nts.gov/pubdms/>.

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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](#).