



National Transportation Safety Board Aviation Accident Data Summary

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|--------------------------------|--------------------------------------|-------------------------|------------|
| Location: | BIG LAKE, AK | Accident Number: | ANC95LA155 |
| Date & Time: | 09/02/1995, 1530 AKD | Registration: | N9033L |
| Aircraft: | CHAMPION 7GCBC | 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

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

Pilot Information

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|----------------------------------|--|------------------------------|------------------------|
| Certificate: | Flight Instructor; Commercial | Age: | 30 |
| Airplane Rating(s): | Multi-engine Land; Single-engine Land; Single-engine Sea | Instrument Rating(s): | Airplane |
| Other Aircraft Rating(s): | None | Instructor Rating(s): | Airplane Single-engine |
| 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

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|---------------------------------------|--------------------------------------|-----------------------------|-----------------|
| Aircraft Make: | CHAMPION | Registration: | N9033L |
| Model/Series: | 7GCBC 7GCBC | Engines: | 1 Reciprocating |
| Operator: | JEFFREY D. ZAJICEK | Engine Manufacturer: | LYCOMING |
| Operating Certificate(s) Held: | None | Engine Model/Series: | O-320-A2B |
| Flight Conducted Under: | Part 91: General Aviation - Personal | | |

Meteorological Information and Flight Plan

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|---|---------------------|-------------------------------------|------------------------------|
| Conditions at Accident Site: | Visual Conditions | Condition of Light: | Day |
| Observation Facility, Elevation: | ANC, 71 ft msl | Weather Information Source: | Weather Observation Facility |
| Lowest Ceiling: | None / 0 ft agl | Wind Speed/Gusts, Direction: | 9 knots / , 180° |
| Temperature: | 17° C | Visibility | 90 Miles |
| Precipitation and Obscuration: | | | |
| Departure Point: | ANCHORAGE, AK (LHD) | Destination: | |

Wreckage and Impact Information

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

Administrative Information

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|--------------------------------------|--|----------------------|------------|
| Investigator In Charge (IIC): | SCOTT R ERICKSON | Adopted Date: | 03/06/1996 |
| 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/ . | | |

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

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.