



# National Transportation Safety Board Aviation Accident Data Summary

|                                |   |                         |            |
|--------------------------------|---|-------------------------|------------|
| <b>Location:</b>               | HOBART BAY, AK                                | <b>Accident Number:</b> | SEA86LA135 |
| <b>Date &amp; Time:</b>        | 06/01/1986, 1345 AKD                          | <b>Registration:</b>    | N37487     |
| <b>Aircraft:</b>               | GRUMMAN G21A                                  | <b>Injuries:</b>        | 5 Minor    |
| <b>Flight Conducted Under:</b> | Part 135: Air Taxi & Commuter - Non-scheduled |                         |            |

## Analysis

THE PILOT NEGLECTED TO RAISE THE LANDING GEAR AFTER DEPARTING THE AIRPORT. WHILE LANDING ONTO WATER WITH THE GEAR STILL DOWN, THE AIRCRAFT'S NOSE BROKE OFF AND THE AIRCRAFT NOSED OVER INVERTED AND THEN SANK.

## Probable Cause

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

## Findings

Occurrence #1: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

1. (C) WHEELS DOWN LANDING IN WATER - INADVERTENT - PILOT IN COMMAND

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Occurrence #2: NOSE OVER

Phase of Operation: LANDING - FLARE/TOUCHDOWN

## Pilot Information

|                                  |  |                              |          |
|----------------------------------|--|------------------------------|----------|
| <b>Certificate:</b>              | Airline Transport  | <b>Age:</b>                  | 43       |
| <b>Airplane Rating(s):</b>       | Multi-engine Land; Single-engine Sea   | <b>Instrument Rating(s):</b> | Airplane |
| <b>Other Aircraft Rating(s):</b> | None   | <b>Instructor Rating(s):</b> | None     |
| <b>Flight Time:</b>              | 8255 hours (Total, all aircraft), 1810 hours (Total, this make and model), 8011 hours (Pilot In Command, all aircraft), 47 hours (Last 90 days, all aircraft), 4 hours (Last 24 hours, all aircraft) |                              |          |

## Aircraft and Owner/Operator Information

|                                |   |                      |                 |
|--------------------------------|---|----------------------|-----------------|
| Aircraft Make:                 | GRUMMAN                                       | Registration:        | N37487          |
| Model/Series:                  | G21A G21A                                     | Engines:             | 2 Reciprocating |
| Operator:                      | CHANNEL FLYING INC                            | Engine Manufacturer: | P&W             |
| Operating Certificate(s) Held: | On-demand Air Taxi (135)                      | Engine Model/Series: | R-985           |
| Flight Conducted Under:        | Part 135: Air Taxi & Commuter - Non-scheduled |                      |                 |

## Meteorological Information and Flight Plan

|                                  |                        |                              |                      |
|----------------------------------|------------------------|------------------------------|----------------------|
| Conditions at Accident Site:     | Visual Conditions      | Condition of Light:          | Day                  |
| Observation Facility, Elevation: | , 0 ft msl             | Weather Information Source:  | Pilot                |
| Lowest Ceiling:                  | Overcast / 3000 ft agl | Wind Speed/Gusts, Direction: | 10 knots / , 120°    |
| Temperature:                     | 13° C                  | Visibility                   | 40 Miles             |
| Precipitation and Obscuration:   |                        |                              |                      |
| Departure Point:                 | JUNEAU, AK (JUN)       | Destination:                 | HOBART BAY, AK (ZZ1) |

## Airport Information

|                      |                           |                           |             |
|----------------------|---------------------------|---------------------------|-------------|
| Airport:             | ENTRANCE ISLAND SPB (ZZ1) | Runway Surface Type:      | Water       |
| Runway Used:         | 0                         | Runway Surface Condition: | Water--calm |
| Runway Length/Width: | 5000 ft / 500 ft          |                           |             |

## Wreckage and Impact Information

|                     |         |                     |             |
|---------------------|---------|---------------------|-------------|
| Crew Injuries:      | 1 Minor | Aircraft Damage:    | Substantial |
| Passenger Injuries: | 4 Minor | Aircraft Fire:      | None        |
| Ground Injuries:    | N/A     | Aircraft Explosion: | None        |

Latitude, Longitude:

## Administrative Information

|                               |  |               |  |
|-------------------------------|--|---------------|--|
| Investigator In Charge (IIC): | CANDACE C CARRERA  | Adopted 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:pubinq@ntsb.gov">pubinq@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.