



National Transportation Safety Board Aviation Accident Data Summary

Location:	Belliigham, WA	Accident Number:	SEA04LA064
Date & Time:	04/02/2004, 1230 PST	Registration:	N65914
Aircraft:	Grumman G-44	Injuries:	3 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

Not long into the flight the left engine began running rough. After adjusting the engine controls the engine smoothed out, but then began running rough again, prompting the pilot to proceed to his home base. Approaching his destination and observing that he could only get 1900 rpm out of the right propeller after advancing the throttle to 28.5 inches of manifold pressure, the pilot elected to proceed to a nearby airport. However, due to a radio communication failure and inability to maintain sufficient altitude to clear terrain bordering the airport, the pilot decided to make a water landing on the 20 square-mile bay adjoining the airport. Not realizing the tide was out and that the water was only about 6 inches deep, the pilot landed approximately 600 to 650 feet parallel to the shoreline. Subsequently, the right wing float impacted subsurface terrain, collapsing the float aft in compression and pivoting the float aft and up, substantially damaging the right aileron and four wing ribs. A post accident examination of the right engine and propeller revealed the propeller's oil control valve had developed a leak, which resulted in a lack of engine oil to the propeller. No definitive reason for the leak had been determined. Examination of the rough running left engine failed to reveal any anomalies which would preclude normal operation.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The failure of the pilot to select the proper touchdown point while conducting a forced landing. Factors included the #1 engine malfunction, the right propeller oil control valve leak, and the shallow subsurface terrain condition.

Findings

Occurrence #1: LOSS OF ENGINE POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation: CRUISE

Findings

1. (F) PROPELLER CONTROL - LEAK
2. (F) 1 ENGINE

Occurrence #2: FORCED LANDING
Phase of Operation: EMERGENCY DESCENT/LANDING

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: LANDING

Findings

3. (C) PROPER TOUCHDOWN POINT - NOT SELECTED - PILOT IN COMMAND
4. (F) TERRAIN CONDITION - OTHER

Pilot Information

Certificate:	Flight Instructor; Commercial	Age:	77
Airplane Rating(s):	Multi-engine Land; Multi-engine Sea; Single-engine Land; Single-engine Sea	Instrument Rating(s):	None
Other Aircraft Rating(s):	None	Instructor Rating(s):	Airplane Multi-engine
Flight Time:	13739 hours (Total, all aircraft), 3143 hours (Total, this make and model), 13660 hours (Pilot In Command, all aircraft), 3 hours (Last 90 days, all aircraft), 2 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Grumman	Registration:	N65914
Model/Series:	G-44	Engines:	2 Reciprocating
Operator:	Lane E. Older	Engine Manufacturer:	Fairchild
Operating Certificate(s) Held:	None	Engine Model/Series:	L-440C5
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:		Weather Information Source:	Pilot
Lowest Ceiling:	None	Wind Speed/Gusts, Direction:	5 knots / ,
Temperature:	12° C	Visibility:	
Precipitation and Obscuration:			
Departure Point:	Lake Whatcom, WA (0W7)	Destination:	Lake Whatcom, WA (0W7)

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	2 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Latitude, Longitude:	48.777500, -122.528056		

Administrative Information

Investigator In Charge (IIC): Thomas M Little

Adopted Date: 09/01/2004

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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