



National Transportation Safety Board Aviation Accident Factual Report

Location:	Anchorage, AK	Accident Number:	ANC05LA093
Date & Time:	07/01/2005, 1935 AKD	Registration:	N88110
Aircraft:	Bellanca 7GCBC	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

On July 1, 2005, about 1935 Alaska daylight time, a float-equipped Bellanca 7GCBC airplane, N88110, sustained substantial damage when it collided with the waters of Lake Hood during initial climb after takeoff from the Lake Hood Seaplane Base, Anchorage, Alaska. The airplane was being operated as a visual flight rules (VFR) cross-country personal flight under Title 14, CFR Part 91, when the accident occurred. The airplane was operated by the pilot. The private certificated pilot, and the sole passenger, were not injured. Visual meteorological conditions prevailed. The flight was en route to Sterling, Alaska, and no flight plan was filed, nor was one required.

During a telephone conversation with the National Transportation Safety Board (NTSB) investigator-in-charge (IIC), on July 2, the pilot reported that he was performing a glassy water takeoff from the west waterlane of Lake Hood. He indicated that he lifted off the water at 45 mph, and began a climb at 55 mph. The airplane then rolled to the right and descended toward the water. The right wing and right float assembly struck the water and the airplane overturned. The pilot and passenger were both wearing inflatable jackets, and exited the airplane. A family pet did not escape from the airplane. The pilot said the engine was producing power during the accident sequence.

A Federal Aviation Administration (FAA) operations inspector, Anchorage Flight Standards District Office (FSDO), responded to the accident scene, and reported that the airplane contained about 30 gallons of fuel. The float compartments contained additional fuel containers, an anchor, and rope. An FAA airworthiness inspector examined the airplane as it sat on a trailer on July 5, after the pilot recovered and partially disassembled the airplane. The inspector reported that the airplane's flap handle was set at 10 degrees. He did not indicate that he observed any mechanical malfunction.

In the Pilot/Operator Aviation Accident Report (NTSB FORM 6120.1) submitted by the pilot, the pilot indicated that the water surface was glassy, with a variable wind from the north. During the takeoff run, the pilot stated that he lifted the left float out of the water, then the right float, and accelerated for a climb. He said that when the airplane reached about 50 feet, it began a "very fast uncommanded roll to the right, and control forces went to zero." The pilot

also indicated there was no mechanical malfunction/failure.

At 1957, an Aviation Routine Weather Report (METAR) at Lake Hood Seaplane Base was reporting, in part: Wind, calm; visibility, 10 statute miles; clouds and sky condition, few at 3,800 feet, 10,000 feet broken; temperature, 72 degrees F; dew point, 53 degrees F; altimeter, 29.71 inHg.

Pilot Information

Certificate:	Private	Age:	48, Male
Airplane Rating(s):	Single-engine Land; Single-engine Sea	Seat Occupied:	Front
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 With Waivers/Limitations	Last FAA Medical Exam:	05/01/2005
Occupational Pilot:		Last Flight Review or Equivalent:	06/01/2005
Flight Time:	1718 hours (Total, all aircraft), 304 hours (Total, this make and model), 1657 hours (Pilot In Command, all aircraft), 20 hours (Last 90 days, all aircraft), 11 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Bellanca	Registration:	N88110
Model/Series:	7GCBC	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	725-74
Landing Gear Type:	Float	Seats:	2
Date/Type of Last Inspection:	05/01/2005, Annual	Certified Max Gross Wt.:	1800 lbs
Time Since Last Inspection:	25 Hours	Engines:	1 Reciprocating
Airframe Total Time:	2050 Hours as of last inspection	Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	O-320
Registered Owner:	Berchmans D. Wick	Rated Power:	160 hp
Operator:	Berchmans D. Wick	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	PALH, 71 ft msl	Distance from Accident Site:	
Observation Time:	1957 ADT	Direction from Accident Site:	
Lowest Cloud Condition:	Few / 3800 ft agl	Visibility	10 Miles
Lowest Ceiling:	Broken / 10000 ft agl	Visibility (RVR):	
Wind Speed/Gusts:	Calm /	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.71 inches Hg	Temperature/Dew Point:	22° C / 12° C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Anchorage, AK (PALH)	Type of Flight Plan Filed:	None
Destination:	Sterling, AK	Type of Clearance:	VFR
Departure Time:	1935 ADT	Type of Airspace:	

Airport Information

Airport:	Lake Hood Seaplane Base (PALH)	Runway Surface Type:	Water
Airport Elevation:	71 ft	Runway Surface Condition:	Water--glassy
Runway Used:		IFR Approach:	None
Runway Length/Width:	4580 ft / 188 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	61.180000, -149.971944

Administrative Information

Investigator In Charge (IIC):	Scott Erickson
Additional Participating Persons:	Michael Legler; FAA-AL-ANC FSDO 03; Anchorage, AK
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 pubinquiry@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .