



National Transportation Safety Board Aviation Accident Data Summary

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

Analysis

The private certificated pilot was conducting a personal flight under Title 14, CFR Part 91, and was performing a glassy water takeoff toward the west from a lake in a float-equipped airplane. He reported variable winds from the north. The pilot said that during the takeoff, he lifted the left float out of the water, then the right float at 45 mph, and began a climb at 55 mph. 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, and the engine was producing power during the accident sequence. The airplane descended toward the water, and 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. An FAA airworthiness inspector examined the airplane as it sat on a trailer, after the pilot recovered and partially disassembled the airplane. The inspector reported that the airplane's flap handle was set at 10 degrees. The inspector did not indicate that he observed any mechanical malfunction. A METAR from the accident site included calm winds, and a temperature of 72 degrees F.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to maintain adequate airspeed during takeoff initial climb, which resulted in a loss of control and subsequent uncontrolled descent into a lake. A factor contributing to the accident was an inadvertent stall.

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. (C) AIRSPEED(VS) - NOT MAINTAINED - PILOT IN COMMAND
2. (F) STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Findings

3. TERRAIN CONDITION - WATER, GLASSY

Pilot Information

Certificate:	Private	Age:	48
Airplane Rating(s):	Single-engine Land; Single-engine Sea	Instrument Rating(s):	None
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
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 Manufacturer:	Bellanca	Registration:	N88110
Model/Series:	7GCBC	Engines:	1 Reciprocating
Operator:	Berchmans D. Wick	Engine Manufacturer:	Lycoming
Air Carrier Operating Certificate:	None	Engine Model/Series:	O-320
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Observation Facility, Elevation:	PALH, 71 ft msl	Weather Information Source:	Weather Observation Facility
Conditions at Accident Site:	Visual Conditions	Lowest Ceiling:	Broken / 10000 ft agl
Condition of Light:	Day	Wind Speed/Gusts, Direction:	Calm
Temperature:	22° C / 12° C	Visibility	10 Miles
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Anchorage, AK (PALH)	Destination:	Sterling, AK

Airport Information

Airport:	Lake Hood Seaplane Base (PALH)	Runway Surface Type:	Water
Runway Used:		Runway Surface Condition:	Water--glassy
Runway Length/Width:	4580 ft / 188 ft		

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

Administrative Information

Investigator In Charge (IIC): Scott Erickson

Adopted Date: 01/31/2006

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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