



National Transportation Safety Board Aviation Accident Final Report

Location:	FOND DU LAC, WI	Accident Number:	CHI83FA362
Date & Time:	08/05/1983, 0837 CDT	Registration:	N7775C
Aircraft:	GRUMMAN SCAN TYPE 30	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	2 Minor, 1 None
Flight Conducted Under:	Part 91: General Aviation - Instructional		

Analysis

AFTER TAKEOFF, THE AIRCREW FLEW TO THE SOUTHERN END OF LAKE WINNEBAGO WHERE THEY MADE SEVERAL UNEVENTFUL WATER LANDINGS. THEY ESTIMATED THAT THE WIND WAS FROM THE NORTHEAST AT 5 TO 6 KTS. THE WATER WAS DESCRIBED AS SMOOTH WITH ONLY SMALL RIPPLES. ON THE 6TH APCH, THE GEAR HANDLE WAS CHECKED IN THE UP POSITION & THE AMBER GEAR UP INDICATOR LIGHT WAS ILLUMINATED. THE AMPHIBIOUS ACFT TOUCHED DOWN ON THE WATER WITH NO BOUNCE OR PORPOISE. ABOUT 2 OR 3 SECONDS AFTER TOUCHDOWN, THE ACFT YAWED VIOLENTLY TO THE RIGHT & ROLLED LEFT. THE LEFT FLOAT & WING TIP HIT THE WATER & THE LEFT WING SEPARATED. THE HULL ROLLED OVER, BUT THE OCCUPANTS EGRESSED BEFORE THE ACFT SANK. A DIVER NOTED THAT THE RIGHT GEAR WAS EXTENDED. AFTER THE ACFT WAS RECOVERED, THE RIGHT MAIN GEAR ACTUATOR ROD CLEVIS WAS FOUND TO HAVE FRACTURED. THE FRACTURE SURFACE HAD SIGNS OF OVERLOAD FAILURE. THE LOCK NUT HAD BEEN SCREWED TIGHTLY AGAINST THE CLEVIS & THE LOCK NUT THREADS HAD PRODUCED GOUGE MARKS ON THE UNTHREADED PORTION OF THE SHANK OF THE CLEVIS.

Probable Cause and Findings

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

Findings

Occurrence #1: AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION

Phase of Operation: LANDING

Findings

1. (C) LANDING GEAR,NORMAL RETRACTION/EXTENSION ASSEMBLY - OVERLOAD
2. MAINTENANCE,INSTALLATION - IMPROPER - OTHER MAINTENANCE PERSONNEL
3. LANDING GEAR,MAIN GEAR - LOOSE

Occurrence #2: LOSS OF CONTROL - ON GROUND/WATER

Phase of Operation: LANDING

Factual Information

Pilot Information

Certificate:	Airline Transport	Age:	, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land; Single-engine Sea	Seat Occupied:	Left
Other Aircraft Rating(s):		Restraint Used:	Seatbelt
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane Multi-engine; Airplane Single-engine	Toxicology Performed:	No
Medical Certification:	Class 1 Unknown	Last FAA Medical Exam:	
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	10 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	GRUMMAN	Registration:	N7775C
Model/Series:	SCAN TYPE 30 SCAN TYPE	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	
Landing Gear Type:	Amphibian	Seats:	5
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	4525 lbs
Time Since Last Inspection:		Engines:	2 Reciprocating
Airframe Total Time:		Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	R-680-E
Registered Owner:	WILLIAM E. HARRISON JR.	Rated Power:	300 hp
Operator:	WILLIAM E. HARRISON JR.	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	20 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	45°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	21 ° C
Precipitation and Obscuration:			
Departure Point:	OSHKOSH, WI (OSH)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	0800 CDT	Type of Airspace:	Class G

Airport Information

Airport:	LAKE WINNEBEGO (OSH)	Runway Surface Type:	Water
Airport Elevation:		Runway Surface Condition:	Water--calm
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Touch and Go; Traffic Pattern

Wreckage and Impact Information

Crew Injuries:	2 Minor	Aircraft Damage:	Destroyed
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Minor, 1 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	JOHN G YOUNG	Report Date:	
Additional Participating Persons:			
Publish 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 pubinquiry@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

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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. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).