



National Transportation Safety Board Aviation Accident Final Report

Location:	DILLINGHAM, AK	Accident Number:	ANC85FA102
Date & Time:	06/20/1985, 1045 AKD	Registration:	N176MS
Aircraft:	GRUMMAN G-44	Aircraft Damage:	Substantial
Defining Event:		Injuries:	3 Minor
Flight Conducted Under:	Part 91: General Aviation - Business		

Analysis

THE AMPHIBIOUS ACFT CRASHED AS THE PLT WAS LANDING ON GLASSY WATER AT THE INLET OF NERKA LAKE. SUBSEQUENTLY, IT SANK & CAME TO REST INVERTED IN CLEAR WATER ON THE BOTTOM OF WOOD RIVER WITH THE GEAR RETRACTED & THE FLAPS EXTENDED. MODERATE RAIN WAS FALLING WHEN THE PLT WAS LANDING.

Probable Cause and Findings

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

Findings

Occurrence #1: HARD LANDING
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

1. (F) WEATHER CONDITION - RAIN
 2. (F) TERRAIN CONDITION - WATER, GLASSY
 3. (C) ALTITUDE - MISJUDGED - PILOT IN COMMAND
 4. (C) FLARE - IMPROPER - PILOT IN COMMAND
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Occurrence #2: NOSE OVER
Phase of Operation: LANDING

Factual Information

Pilot Information

Certificate:	Airline Transport	Age:	49, Male
Airplane Rating(s):	Multi-engine Land; Multi-engine Sea; Single-engine Land; Single-engine Sea	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	06/12/1984
Occupational Pilot:	Last Flight Review or Equivalent:		
Flight Time:	13000 hours (Total, all aircraft), 400 hours (Total, this make and model), 380 hours (Pilot In Command, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	GRUMMAN	Registration:	N176MS
Model/Series:	G-44 G-44	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	1324
Landing Gear Type:	Amphibian	Seats:	6
Date/Type of Last Inspection:	05/10/1985, Annual	Certified Max Gross Wt.:	5500 lbs
Time Since Last Inspection:	25 Hours	Engines:	2 Reciprocating
Airframe Total Time:	6830 Hours	Engine Manufacturer:	LYCOMING
ELT:	Installed	Engine Model/Series:	GO-480-B1D
Registered Owner:	BERGT CORPORATION	Rated Power:	270 hp
Operator:	BERGT CORPORATION	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:	1045	Direction from Accident Site:	0°
Lowest Cloud Condition:	Scattered / 500 ft agl	Visibility	5 Miles
Lowest Ceiling:	Overcast / 2000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	Calm /	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	8° C
Precipitation and Obscuration:			
Departure Point:	ANCHORAGE, AK (ANC)	Type of Flight Plan Filed:	VFR
Destination:	(AK56)	Type of Clearance:	None
Departure Time:	0830 AKD	Type of Airspace:	Class G

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	2 Minor	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	3 Minor	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	MARC	STELLA	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/ .		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

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](#).