



National Transportation Safety Board Aviation Accident Final Report

Location:	N CAPE YAKATAGA, AK	Accident Number:	ANC82DA020
Date & Time:	02/20/1982, 1310 AST	Registration:	N2845D
Aircraft:	GRUMMAN G-21A	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

AIRCRAFT DEPARTED MERRILL FIELD AT 1110 WITH 220 GALLONS OF FUEL.TWO HOURS LATER BOTH ENGINES QUIT WHILE FLYING AT AN ALTITUDE OF 6500 FEET APPROXIMATELY 10 MILES OFFSHORE.THE CREW WAS UNABLE TO RESTART THE ENGINES AND THE AIRCRAFT WAS DITCHED INTO 12 TO 15 FOOT WAVES WITH A 40 KNOT SURFACE WIND.THE RIGHT FLOAT WAS TORN OFF AND BOTH ENGINE MOUNTS BROKE. THE AIRCRAFT SANK AT 1745 AND WAS NOT RECOVERED.THE AIRCRAFT HAD AN ANNUAL INSPECTION 4 DAYS PRIOR TO THE ACCIDENT.THE FUELING FACILITIES WERE CHECKED AND FOUND FREE OF WATER OR OTHER CONTAMINANTS.

Probable Cause and Findings

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

Findings

Occurrence #1: LOSS OF ENGINE POWER

Phase of Operation: CRUISE - NORMAL

Findings

1. (C) REASON FOR OCCURRENCE UNDETERMINED

Occurrence #2: DITCHING

Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

2. (C) TERRAIN CONDITION - WATER,ROUGH

3. (F) WEATHER CONDITION - HIGH WIND

4. (F) WEATHER CONDITION - UNFAVORABLE WIND

Factual Information

Pilot Information

Certificate:	Commercial	Age:	32, Male
Airplane Rating(s):	Multi-engine Land; Multi-engine Sea; Single-engine Land; Single-engine Sea	Seat Occupied:	Unknown
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	05/20/1981
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	3628 hours (Total, all aircraft), 40 hours (Total, this make and model), 3450 hours (Pilot In Command, all aircraft), 25 hours (Last 90 days, all aircraft), 10 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	GRUMMAN	Registration:	N2845D
Model/Series:	G-21A G-21A	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:		Serial Number:	B-112
Landing Gear Type:	Amphibian	Seats:	9
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	8920 lbs
Time Since Last Inspection:	4 Hours	Engines:	2 Reciprocating
Airframe Total Time:	2941 Hours	Engine Manufacturer:	P & W
ELT:	Installed	Engine Model/Series:	R-985
Registered Owner:	RED DODGE	Rated Power:	450 hp
Operator:	RED DODGE	Operating Certificate(s) Held:	

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:	Scattered / 7500 ft agl	Visibility	0 Miles
Lowest Ceiling:	Unknown / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	40 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	180°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	12° C / 0° C
Precipitation and Obscuration:			
Departure Point:	ANCHORAGE, AK (MRI)	Type of Flight Plan Filed:	VFR
Destination:	YAKUTAT, AK (YAK)	Type of Clearance:	None
Departure Time:	1110	Type of Airspace:	

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	Report Date:	02/20/1983
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](#).