



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	NORTHPORT, WA	<b>Accident Number:</b>	SEA85FA182
<b>Date &amp; Time:</b>	07/29/1985, 1538 PDT	<b>Registration:</b>	N2886D
<b>Aircraft:</b>	CONSOLIDATED-VULTEE PBY-6A	<b>Aircraft Damage:</b>	Destroyed
<b>Defining Event:</b>		<b>Injuries:</b>	2 Fatal
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Public Aircraft		

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## Analysis

WATER BOMBER ACFT LANDED ON LAKE WITH DUMP DOORS PARTIALLY OPEN DURING LANDING PHASE OF WATER PICKUP RUN. MECHANICALLY OPERATED DUMP DOOR LOCKS WERE APPLIED BEFORE DUMP DOORS WERE CLOSED. PLT CONTROLLED DUMP DOORS FROM PILOTS CONTROL WHEEL, CO-PILOT OPERATED DOOR LOCKS BY SEPARATE CONTROL INDEPENDENT OF THE DUMP DOORS.

## Probable Cause and Findings

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

## Findings

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

### Findings

1. (C) CHECKLIST - NOT FOLLOWED - PILOT IN COMMAND
2. (C) FATIGUE(CHRONIC) - PILOT IN COMMAND
3. (F) IN-FLIGHT PLANNING/DECISION - INADVERTENT - PILOT IN COMMAND
4. (F) PRESSURE - PILOT IN COMMAND
5. (F) PSYCHOLOGICAL CONDITION - PILOT IN COMMAND
6. (C) IMPROPER USE OF EQUIPMENT/AIRCRAFT - PILOT IN COMMAND
7. (C) IMPROPER USE OF PROCEDURE - COMPANY/OPERATOR MANAGEMENT

## Factual Information

### Pilot Information

<b>Certificate:</b>	Airline Transport	<b>Age:</b>	53, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Multi-engine Sea; Single-engine Land; Single-engine Sea	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt, Shoulder harness
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	Yes
<b>Instructor Rating(s):</b>	Airplane Multi-engine; Airplane Single-engine	<b>Toxicology Performed:</b>	Yes
<b>Medical Certification:</b>	Class 2 Valid Medical--w/ waivers/lim.	<b>Last FAA Medical Exam:</b>	04/25/1985
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	17000 hours (Total, all aircraft), 17000 hours (Pilot In Command, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CONSOLIDATED-VULTEE	<b>Registration:</b>	N2886D
<b>Model/Series:</b>	PBY-6A PBY-6A	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Restricted	<b>Serial Number:</b>	64034
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	3
<b>Date/Type of Last Inspection:</b>	06/15/1985, 100 Hour	<b>Certified Max Gross Wt.:</b>	40000 lbs
<b>Time Since Last Inspection:</b>	57 Hours	<b>Engines:</b>	2 Reciprocating
<b>Airframe Total Time:</b>	4415 Hours	<b>Engine Manufacturer:</b>	Curtis Wright
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	R-2600-20
<b>Registered Owner:</b>	ROBERT P. SCHAEFLI	<b>Rated Power:</b>	2200 hp
<b>Operator:</b>	ROBERT P. SCHAEFLI	<b>Operating Certificate(s) Held:</b>	
<b>Operator Does Business As:</b>	ARIES AIRE, LTD	<b>Operator Designator Code:</b>	

## 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	15 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	Light and Variable /	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	37° C / -3° C
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1557 PDT	Type of Airspace:	Class G

## Wreckage and Impact Information

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

## Administrative Information

Investigator In Charge (IIC):	WALLACE L STRIPLING	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 <a href="mailto:pubinquiry@ntsb.gov">pubinquiry@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

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](#).