



National Transportation Safety Board Aviation Accident Final Report

Location:	PACIFIC OCEAN, PO	Accident Number:	LAX91LA266
Date & Time:	06/18/1991, 1910 PDT	Registration:	N7029C
Aircraft:	GRUMMAN HU-16E	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 Serious, 2 None
Flight Conducted Under:	Part 91: General Aviation - Ferry		

Analysis

DURING CRUISE FLIGHT THE ACCIDENT AIRCRAFT LOST OIL PRESSURE IN THE NUMBER 2 ENGINE. FLIGHT COULD NOT BE SUSTAINED USING THE REMAINING ENGINE. ACCORDING TO THE PILOT, THE REMAINING ENGINE WOULD OVERHEAT WHEN POWER WAS APPLIED. THE CREW DESCENDED TO JUST ABOVE THE WATER AND TRIED TO FLY THE AIRCRAFT IN GROUND EFFECT, BUT TO NO AVAIL. THEY ELECTED TO DITCH THE AIRCRAFT. DURING THE LANDING, THE AIRCRAFT RECEIVED SUBSTANTIAL DAMAGE AND WAS ALMOST IMMEDIATELY FLOODED, CAUSING THE AIRCRAFT TO SINK. THE CREW ESCAPED, BUT DID NOT HAVE TIME TO RETRIEVE EMERGENCY GEAR. THEY WERE RESCUED AFTER ABOUT 20 HOURS IN THE WATER. EVIDENCE REVEALED THAT THE PILOT DID NOT HAVE A PILOT'S CERTIFICATE. NO EVIDENCE COULD BE FOUND TO INDICATE THAT THE PILOT HAD ANY EXPERIENCE IN THE ACCIDENT AIRCRAFT OR WITH ANY SEA PLANE. SINCE THE AIRCRAFT SANK, A CAUSE FOR THE ENGINE PROBLEMS COULD NOT BE DETERMINED.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: IMPROPER TOUCHDOWN IN THE WATER CAUSING SUBSTANTIAL DAMAGE. LOSS OF POWER ON THE NUMBER 2 ENGINE AND THE PILOT'S LACK OF QUALIFICATIONS WERE FACTORS IN THE ACCIDENT.

Findings

Occurrence #1: LOSS OF ENGINE POWER

Phase of Operation: CRUISE - NORMAL

Findings

1. 1 ENGINE
2. (F) REASON FOR OCCURRENCE UNDETERMINED

Occurrence #2: FORCED LANDING

Phase of Operation: DESCENT - EMERGENCY

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT - EMERGENCY

Findings

3. (C) AIRCRAFT CONTROL - INADEQUATE - PILOT IN COMMAND
4. (C) TOUCHDOWN - IMPROPER - PILOT IN COMMAND
5. QUALIFICATION - UNQUALIFIED PERSON
6. TERRAIN CONDITION - WATER

Factual Information

Pilot Information

Certificate:	None	Age:	, Male
Airplane Rating(s):	None	Seat Occupied:	Unknown
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	None	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 1 None	Last FAA Medical Exam:	04/20/1991
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:			

Aircraft and Owner/Operator Information

Aircraft Make:	GRUMMAN	Registration:	N7029C
Model/Series:	HU-16E HU-16E	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:		Serial Number:	99-7213
Landing Gear Type:	Retractable - Tricycle	Seats:	3
Date/Type of Last Inspection:	01/02/2000, Unknown	Certified Max Gross Wt.:	35400 lbs
Time Since Last Inspection:		Engines:	2 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Curtis Wright
ELT:	Installed	Engine Model/Series:	1820-76-D/C
Registered Owner:	PACIFIC FLYING FISH, INC.	Rated Power:	1450 hp
Operator:	PACIFIC FLYING FISH, INC.	Operating Certificate(s) Held:	Air Cargo

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 / 0 ft agl	Visibility	0 Miles
Lowest Ceiling:	Broken / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	25 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	230°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:			
Departure Point:	SANTA BARBARA, CA (SBA)	Type of Flight Plan Filed:	IFR
Destination:	MAUI, HI (PHOG)	Type of Clearance:	IFR
Departure Time:	0810 PDT	Type of Airspace:	Class G

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	Richard V Childress	Report Date:	08/13/1993
Additional Participating Persons:	CHARLES F PEDESKY; HONOLULU, HI		
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](#).