



National Transportation Safety Board Aviation Accident Final Report

Location:	DUTCH HARBOR, AK	Accident Number:	ANC96FAMS1
Date & Time:	08/11/1996, 1615 AKD	Registration:	N660PA
Aircraft:	Grumman G21-G	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	2 Fatal
Flight Conducted Under:	Part 135: Air Taxi & Commuter - Non-scheduled		

Analysis

A search for the airplane was suspended 4 days after the airplane was reported overdue. The search included remote areas of island coastline and mountainous terrain. Low ceilings were reported in the area of departure by the operator. Aircraft damage and injuries are presumed.

Probable Cause and Findings

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

Findings

Occurrence #1: MISSING AIRCRAFT
Phase of Operation: UNKNOWN

Findings

1. (C) REASON FOR OCCURRENCE UNDETERMINED

Factual Information

On August 11, 1996, about 1615 Alaska daylight time, an amphibious Grumman G21-G, N660PA, is presumed to have been involved in a fatal accident about 20 miles south of Dutch Harbor, Alaska. The airplane was being operated as a visual flight rules (VFR) cross-country on demand passenger flight under Title 14 CFR Part 135 when the accident occurred. The airplane, registered to and operated by Peninsula Airways Inc., Anchorage, Alaska, is presumed to have been destroyed. The certificated airline transport pilot, and the sole passenger are presumed to have received fatal injuries. Low ceilings were reported in the area of departure by the operator. VFR company flight following procedures were in effect. The flight originated from Anderson Bay, on the Island of Unalaska, about 1610.

The operator reported that the flight was conducted for the purpose of picking up a passenger for transportation to Dutch Harbor. The passenger was a maritime pilot employed to guide vessels through the area. The flight was reported overdue to the Federal Aviation Administration (FAA) and an alert notice (ALNOT) was issued at 2022. A search for the airplane was hampered by low ceilings and fog. The search was suspended by the U.S. Coast Guard on August 15, 1996, at 2050.

The maritime agency that dispatched the passenger indicated the passenger had provided pilot services to the vessel "Tai Ning" from Dutch Harbor to Anderson Bay. The passenger then boarded the accident airplane which was observed to depart Anderson Bay in a northbound direction. A review of the U.S. Coast Guard search mission log revealed that occupants of a camp near Volcano Bay (near the mouth of Makushin Bay) reported hearing the accident airplane arrive in the area but not depart.

The closest official weather observation station to the Anderson Bay area is Unalaska, Alaska, which is located about 17 nautical miles north of the bay. Mountainous terrain with elevations up to 2,687 feet mean sea level separates Unalaska from Anderson Bay. At 1554, an aviation routine weather report (METAR) was reporting in part: Wind, 236 degrees magnetic at 10 knots; visibility, 10 miles; sky condition and ceiling, 2,500 feet scattered, 7,000 feet broken; temperature, 53.6 degrees F; dew point, 42.8 degrees F; altimeter, 29.85 inHg; remarks, automated observation without precipitation discriminator, at 1548, rotor clouds west and over station.

At 1614, a METAR was reporting in part: Wind, 236 degrees magnetic at 11 knots; visibility, 10 miles; sky condition and ceiling, 2,500 feet scattered, 7,000 feet broken; temperature, 55.4 degrees F; dew point, 42.8 degrees F; altimeter, 29.85 inHg; remarks, automated observation without precipitation discriminator, at 1548, rotor clouds west and over station. A 1634 METAR did not change.

At 1654, a METAR was reporting in part: Wind, 226 degrees magnetic at 6 knots; visibility, 10 miles; sky condition and ceiling, 2,500 feet scattered, 7,000 feet broken; temperature, 53.6 degrees F; dew point, 42.8 degrees F; altimeter, 29.85 inHg; remarks, automated observation without precipitation discriminator, at 1645, weather lower over station.

The operator submitted a pilot/operator report to the National Transportation Safety Board (form 6120.1/2) and included an automated weather observation system (AWOS) report from Unalaska for August 11, 1996, at 1540. The weather observation, as reported by the operator, stated: "2,500 feet broken, 6,000 overcast; visibility, 10 miles; temperature, 54 degrees; dew

point, 44 degrees; wind, 250 degrees at 8 knots; altimeter, 29.86 inHg." The operator also included a weather observation for the Anderson Bay area that was attributed to the vessel from which the passenger departed, prior to the accident. The weather observation stated: "Anderson Bay, 1,500 to 2,000 foot ceiling; visibility, 4 miles; lower at the entrance, 1,000 feet."

Pilot Information

Certificate:	Airline Transport; Flight Instructor; Commercial	Age:	58, 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:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane Multi-engine; Airplane Single-engine; Instrument Airplane	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	07/25/1996
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	20000 hours (Total, all aircraft), 8000 hours (Total, this make and model), 18200 hours (Pilot In Command, all aircraft), 200 hours (Last 90 days, all aircraft), 40 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Grumman	Registration:	N660PA
Model/Series:	G21-G G21-G	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	1203
Landing Gear Type:	Amphibian	Seats:	10
Date/Type of Last Inspection:	08/03/1996, AAIP	Certified Max Gross Wt.:	12500 lbs
Time Since Last Inspection:	15 Hours	Engines:	2 Turbo Prop
Airframe Total Time:	13381 Hours	Engine Manufacturer:	P&W
ELT:	Installed, not activated	Engine Model/Series:	PT6A-27
Registered Owner:	PENINSULA AIRWAYS INC.	Rated Power:	680 hp
Operator:	PENINSULA AIRWAYS INC.	Operating Certificate(s) Held:	Commuter Air Carrier (135)
Operator Does Business As:		Operator Designator Code:	PNSA

Meteorological Information and Flight Plan

Conditions at Accident Site:	Unknown	Condition of Light:	Day
Observation Facility, Elevation:	PAD, 22 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	1614 ADT	Direction from Accident Site:	0°
Lowest Cloud Condition:	Scattered / 2500 ft agl	Visibility	10 Miles
Lowest Ceiling:	Broken / 7000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	11 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	236°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	13° C / 6° C
Precipitation and Obscuration:			
Departure Point:	ANDERSON BAY, AK	Type of Flight Plan Filed:	Company VFR
Destination:	, AK (DUT)	Type of Clearance:	None
Departure Time:	1610 ADT	Type of Airspace:	Class G

Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	1 Fatal	Aircraft Fire:	Unknown
Ground Injuries:	N/A	Aircraft Explosion:	Unknown
Total Injuries:	2 Fatal	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	SCOTT R ERICKSON	Report Date:	10/14/1997
Additional Participating Persons:	JOHN ELGEE; ANCHORAGE, AK		
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](#).