



National Transportation Safety Board Aviation Accident Final Report

Location:	Marathon, Florida	Accident Number:	MIA08LA048
Date & Time:	January 29, 2008, 17:23 Local	Registration:	N21A
Aircraft:	Grumman G-21A	Aircraft Damage:	Substantial
Defining Event:	Dragged wing/rotor/float/other	Injuries:	2 Serious
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

After departing an airport and completing the checklist, the pilot proceeded to a water-work area. The pilot stated that other than that, he had no further recollection of the flight. The passenger stated that the pilot was practicing takeoffs and landings, and that during a water landing, the left wing contacted the water, and the airplane water looped. Examination of the airplane by the FAA revealed no mechanical malfunctions or failures of the airplane or engine, and none were reported by the pilot or passenger.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to maintain control of the airplane during a water landing.

Findings

Aircraft	(general) - Not attained/maintained
Personnel issues	Aircraft control - Pilot

Factual Information

On January 29, 2008, about 1723 eastern standard time, a Grumman G-21A, amphibian airplane N21A, impacted the ocean during landing near Marathon, Florida. The certificated airline transport pilot and passenger received serious injuries and the airplane sustained substantial damage. The flight was operated as a personal flight under the provisions of 14 Code of Federal Regulations (CFR) Part 91, and no flight plan was filed. Visual meteorological conditions prevailed at the time of the accident. The flight departed from the Florida Keys Marathon Airport (MTH) in Marathon, Florida, on January 29, 2008, about 1615.

According to the pilot he departed MTH and after take off and the checklist accomplished he proceeded in a westerly direction to inspect a water-work area. The pilot stated that other than that, he had no further recollection of the flight.

According to the Federal Aviation Administration (FAA) the passenger stated that the pilot was practicing takeoffs and landings. During a water landing, the left wing contacted the water and the airplane water looped. A Good Samaritan rescued them from the water in his boat and brought them ashore where rescue personnel were waiting.

Examination of the airplane by the FAA revealed no mechanical malfunctions or failures of the airplane or engine, and none were reported by the pilot or passenger.

History of Flight

Landing-flare/touchdown	Dragged wing/rotor/float/other (Defining event)
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Pilot Information

Certificate:	Airline transport; Commercial; Flight engineer; Flight instructor	Age:	58, Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land; Multi-engine sea	Seat Occupied:	Left
Other Aircraft Rating(s):	Helicopter	Restraint Used:	
Instrument Rating(s):	Airplane; Helicopter	Second Pilot Present:	No
Instructor Rating(s):	Airplane single-engine	Toxicology Performed:	No
Medical Certification:	Class 1 With waivers/limitations	Last FAA Medical Exam:	November 15, 2007
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	September 11, 2007
Flight Time:	16000 hours (Total, all aircraft), 100 hours (Total, this make and model), 14000 hours (Pilot In Command, all aircraft), 15 hours (Last 90 days, all aircraft), 15 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Grumman	Registration:	N21A
Model/Series:	G-21A	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	B129
Landing Gear Type:	Tailwheel; Amphibian	Seats:	6
Date/Type of Last Inspection:	April 1, 2007 Annual	Certified Max Gross Wt.:	9200 lbs
Time Since Last Inspection:	38 Hrs	Engines:	2 Reciprocating
Airframe Total Time:	24456 Hrs at time of accident	Engine Manufacturer:	Pratt & Whitney
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	R985-AN-14B
Registered Owner:		Rated Power:	450 Horsepower
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	MTH, 5 ft msl	Distance from Accident Site:	
Observation Time:	16:53 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	9 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	140°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.04 inches Hg	Temperature/Dew Point:	23° C / 12° C
Precipitation and Obscuration:			
Departure Point:	Marathon, FL (MTH)	Type of Flight Plan Filed:	Company VFR
Destination:	Marathon, FL (MTH)	Type of Clearance:	None
Departure Time:	16:45 Local	Type of Airspace:	

Airport Information

Airport:	The Florida Keys Marathon Arpt MTH	Runway Surface Type:	
Airport Elevation:	5 ft msl	Runway Surface Condition:	
Runway Used:		IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Full stop

Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Substantial
Passenger Injuries:	1 Serious	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Serious	Latitude, Longitude:	24.874721,-81.230003(est)

Administrative Information

Investigator In Charge (IIC):	Wilson, Ralph
Additional Participating Persons:	Dave Avery; FAA/FSDO; Miami, FL
Original Publish Date:	January 29, 2009
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=67444

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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](#).