



National Transportation Safety Board Aviation Accident Final Report

Location:	BIG LAKE, AK	Accident Number:	ANC83FA137
Date & Time:	07/30/1983, 1600 AKD	Registration:	N1423
Aircraft:	GRUMMAN G-44A	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 Fatal, 1 Serious
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

THE ACFT CRASHED IN A LEVEL, WOODED AREA. THE INITIAL IMPACT WITH TREES OCCURRED APRX 40 FT AGL. BOTH WING TIPS & A PORTION OF THE LEFT STABILIZER & ELEVATOR WERE FOUND AT THE BASES OF THE TREES THAT WERE FIRST IMPACTED. FROM THE FIRST IMPACT POINT, THE WRECKAGE WAS DISENTEGRATED & SCATTERED OVER AN AREA THAT WAS 30 FT WIDE & 140 FT LONG. NO KNOWN EYE WITNESSES WERE REPORTED. HOWEVER, A SHORT TIME BEFORE THE ACCIDENT, THE ACFT WAS OBSERVED BEING FLOWN IN ABRUPT MANEUVERS & BUZZING BOATS. A TOXICOLOGICAL EXAM OF THE PLT'S BLOOD SHOWED AN ALCOHOL LEVEL OF 0.241%. AN EXAM OF THE WRECKAGE WAS MADE, BUT NO PREIMPACT/MECHANICAL MALFUNCTION OR FAILURES WERE FOUND.

Probable Cause and Findings

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

Findings

Occurrence #1: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: MANEUVERING

Findings

1. (C) JUDGMENT - POOR - PILOT IN COMMAND
2. (C) IMPAIRMENT(ALCOHOL) - PILOT IN COMMAND
3. (C) BUZZING - PERFORMED - PILOT IN COMMAND
4. (C) MANEUVER - EXCESSIVE - PILOT IN COMMAND
5. (C) CLEARANCE - MISJUDGED - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Commercial; Private	Age:	34, Male
Airplane Rating(s):	Multi-engine Land; Multi-engine Sea; Single-engine Land; Single-engine Sea	Seat Occupied:	Left
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):	Helicopter	Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	Yes
Medical Certification:	Class 1 Expired	Last FAA Medical Exam:	
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	3726 hours (Total, all aircraft), 420 hours (Total, this make and model), 3542 hours (Pilot In Command, all aircraft), 92 hours (Last 90 days, all aircraft), 40 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	GRUMMAN	Registration:	N1423
Model/Series:	G-44A G-44A	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	1423
Landing Gear Type:	Amphibian	Seats:	6
Date/Type of Last Inspection:	05/15/1983, Annual	Certified Max Gross Wt.:	4525 lbs
Time Since Last Inspection:	50 Hours	Engines:	2 Reciprocating
Airframe Total Time:	1200 Hours	Engine Manufacturer:	RANGER
ELT:	Installed, not activated	Engine Model/Series:	6-440C-5
Registered Owner:	RED DODGE	Rated Power:	200 hp
Operator:	RED DODGE	Operating Certificate(s) Held:	None

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	30 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	Calm /	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	20° C
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1545 ADT	Type of Airspace:	Class G

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	JAMES MICHELANGELO	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 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](#).