



National Transportation Safety Board Aviation Accident Final Report

Location:	OUZINKIE, AK	Accident Number:	ANC84FA119
Date & Time:	07/21/1984, 0920 AKD	Registration:	N2021A
Aircraft:	GRUMMAN G-21A	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	4 Fatal
Flight Conducted Under:	Part 135: Air Taxi & Commuter - Non-scheduled		

Analysis

N2021A DEPARTED KODIAK, AK, AT 0904 AKDT UNDER A SPECIAL VFR CLEARANCE. TWO OTHER PLTS STATED N2021A WAS THEN CIRCLING OVER MONASHKA BAY WHILE WAITING FOR THE WX OVER THE NARROW STRAIT TO CLEAR. AT 0920 AKDT THE PLT OF N2021A STATED TO ONE OF THE OTHER PLTS THAT THE WX APPEARED TO BE GETTING BETTER AND HE WAS GOING TO TAKE A LOOK. THE ACFT COLLIDED WITH THE WATERS OF THE NARROW STRAIT, NORTHWEST OF MONASHKA BAY. WITNESSES REPORTED THE WX WAS IFR IN THE AREA AT THE TIME. N2021A WAS NOT EQUIPPED FOR INSTRUMENT FLT NOR WAS THE PLT CURRENT WITH FARS TO CONDUCT IFR OPERATIONS. WHILE CIRCLING OVER MONASHKA BAY THE PLT OF N2021A EXPRESSED CONCERN TO THE OTHER PLT ABOUT CARGO OF FROZEN MEAT THAWING.

Probable Cause and Findings

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

Findings

Occurrence #1: IN FLIGHT ENCOUNTER WITH WEATHER

Phase of Operation: CRUISE - NORMAL

Findings

1. (F) WEATHER CONDITION - FOG
2. (F) WEATHER CONDITION - RAIN
3. (F) WEATHER CONDITION - OBSCURATION
4. (C) PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
5. (C) WEATHER EVALUATION - POOR - PILOT IN COMMAND
6. (C) VFR FLIGHT INTO IMC - ATTEMPTED - PILOT IN COMMAND
7. (F) SELF-INDUCED PRESSURE - PILOT IN COMMAND
8. (F) OVERCONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: UNKNOWN

Findings

9. TERRAIN CONDITION - WATER, GLASSY

Factual Information

Pilot Information

Certificate:	Commercial	Age:	50, 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:	Seatbelt
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	Yes
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	04/30/1984
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	5537 hours (Total, all aircraft), 2520 hours (Total, this make and model), 4500 hours (Pilot In Command, all aircraft), 124 hours (Last 90 days, all aircraft), 90 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	GRUMMAN	Registration:	N2021A
Model/Series:	G-21A G-21A	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Utility	Serial Number:	B114
Landing Gear Type:	Retractable - Hull; Tricycle	Seats:	8
Date/Type of Last Inspection:	07/12/1984, 100 Hour	Certified Max Gross Wt.:	8920 lbs
Time Since Last Inspection:		Engines:	2 Reciprocating
Airframe Total Time:	6129 Hours	Engine Manufacturer:	P&W
ELT:	Installed, not activated	Engine Model/Series:	R-985
Registered Owner:	HAROLD W. DIERICH	Rated Power:	485 hp
Operator:	HAROLD W. DIERICH	Operating Certificate(s) Held:	On-demand Air Taxi (135)

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument 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:	Partial Obscuration / 200 ft agl	Visibility	3 Miles
Lowest Ceiling:	Overcast / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	260°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	12° C / 11° C
Precipitation and Obscuration:			
Departure Point:	KODIAK, AK (ADQ)	Type of Flight Plan Filed:	Company VFR
Destination:	LARSEN BAY, AK	Type of Clearance:	None
Departure Time:	0903 ADT	Type of Airspace:	Class G

Airport Information

Airport:		Runway Surface Type:	
Airport Elevation:	0 ft	Runway Surface Condition:	
Runway Used:	0	IFR Approach:	
Runway Length/Width:		VFR Approach/Landing:	

Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	3 Fatal	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	4 Fatal	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	ALVIN J LAGGER	Report Date:	
Additional Participating Persons:	PAUL RAKER; 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 pubinq@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](#).