



# Aviation Investigation Final Report

<b>Location:</b>	NANTUCKET, Massachusetts	<b>Accident Number:</b>	BF094LA151
<b>Date &amp; Time:</b>	August 25, 1994, 15:07 Local	<b>Registration:</b>	N1471N
<b>Aircraft:</b>	GRUMMAN G-44	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 Minor
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

During takeoff, with the airplane 'on the step,' the pilot saw a swell coming towards the airplane from the left. The pilot stated that before he could reduce the power, the airplane veered to the right. He stated aileron input did not seem to upright the airplane so he then reduced the power. He stated the airplane impacted the water on the left side of its nose and then nosed over. Post accident examination of airframe and engines did not reveal any anomalies.

## 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 AIRCRAFT CONTROL. A FACTOR IN THE ACCIDENT WAS THE ROUGH WATER.

## Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER  
Phase of Operation: TAKEOFF - ROLL/RUN

### Findings

1. (F) TERRAIN CONDITION - WATER,ROUGH
  2. (C) AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND
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Occurrence #2: NOSE OVER

Phase of Operation: TAKEOFF - ABORTED

## Factual Information

On August 25, 1994, at 1520 eastern daylight time, a Grumman G-44, N1471N, impacted the water during takeoff from Madaket Harbor, Nantucket, Massachusetts. The pilot received minor injuries. The amphibian airplane was substantially damaged. Visual meteorological conditions prevailed at the time of the accident. The flight was conducted under 14 CFR Part 91.

The pilot reported that the takeoff began without incident. He stated, "Transition to the step was smooth...Once on the step there was no indication of engine trouble or control problems. Just prior to lifting off the water, out of the corner of my left eye, I spotted some contrary water what looked to be to me some kind of swell and decided to pull the power, but before I could do so, the plane veered extremely to the right. Attempts to level the plane with opposite aileron was not responsive."

The pilot stated that he "...pulled the power back..." and "...was able to keep the plane from rolling completely over." He stated the airplane's left side of the nose impacted the water and the airplane nosed over.

Post accident examination of the airframe and engines did not reveal any anomalies.

### Pilot Information

<b>Certificate:</b>	Flight engineer; Private	<b>Age:</b>	47, Male
<b>Airplane Rating(s):</b>	Single-engine land; Single-engine sea; Multi-engine land; Multi-engine sea	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Valid Medical--w/ waivers/lim	<b>Last FAA Medical Exam:</b>	January 11, 1994
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	1498 hours (Total, all aircraft), 191 hours (Total, this make and model), 1145 hours (Pilot In Command, all aircraft), 50 hours (Last 90 days, all aircraft), 24 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	GRUMMAN	<b>Registration:</b>	N1471N
<b>Model/Series:</b>	G-44 G-44	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	1471N
<b>Landing Gear Type:</b>	Retractable - Tailwheel; Amphibian	<b>Seats:</b>	5
<b>Date/Type of Last Inspection:</b>	August 2, 1994 Annual	<b>Certified Max Gross Wt.:</b>	5500 lbs
<b>Time Since Last Inspection:</b>	4 Hrs	<b>Engines:</b>	2 Reciprocating
<b>Airframe Total Time:</b>	6176 Hrs	<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Installed	<b>Engine Model/Series:</b>	GO-480
<b>Registered Owner:</b>		<b>Rated Power:</b>	270 Horsepower
<b>Operator:</b>		<b>Operating Certificate(s) Held:</b>	None
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	ACK ,48 ft msl	<b>Distance from Accident Site:</b>	1 Nautical Miles
<b>Observation Time:</b>	14:45 Local	<b>Direction from Accident Site:</b>	90°
<b>Lowest Cloud Condition:</b>	Scattered / 2000 ft AGL	<b>Visibility</b>	15 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	10 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	210°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30 inches Hg	<b>Temperature/Dew Point:</b>	22°C / 16°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	EAST HAMPTON , NY (HTO)	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	, NY (HTO)	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	00:00 Local	<b>Type of Airspace:</b>	Class E

## Airport Information

<b>Airport:</b>		<b>Runway Surface Type:</b>	Water
<b>Airport Elevation:</b>		<b>Runway Surface Condition:</b>	Water-choppy
<b>Runway Used:</b>	0	<b>IFR Approach:</b>	
<b>Runway Length/Width:</b>		<b>VFR Approach/Landing:</b>	None

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Minor	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 Minor	<b>Latitude, Longitude:</b>	

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Napolitan, Margaret		
<b>Additional Participating Persons:</b>	IRWIN WHITTEMORE; BEDFORD , MA		
<b>Original Publish Date:</b>	March 27, 1995		
<b>Note:</b>			
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=8971">https://data.nts.gov/Docket?ProjectID=8971</a>		

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