

NATIONAL TRANSPORTATION SAFETY BOARD
Office of Aviation Safety
Washington, D.C. 20594

August 4, 2006

ADDENDUM 1
TO GROUP CHAIRMAN'S FACTUAL REPORT

OPERATIONS GROUP

DCA06MA010

A. ACCIDENT

Accident Number: DCA06MA010
Operator: Flying Boat, Inc. dba Chalks Ocean Airways
Location: Miami Seaplane Base (X44), Miami, Florida
Date: December 19, 2005
Time: 1439 Eastern Standard Time¹ (est)
Airplane: Grumman Mallard G-3T, N2969

B. OPERATIONS GROUP

Kenneth L. Egge
Group Chairman
National Transportation Safety Board
Washington, D.C.

Malcolm Brenner, Ph.D.
National Resource Specialist
National Transportation Safety Board
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Adalberto Munet
Principal Operations Inspector
Federal Aviation Administration
Miami, Florida

Alex Larsen
Chief Pilot
Chalk's Ocean Airways
Fort Lauderdale, Florida

¹ All times are Eastern Standard Time based on a 24-hour clock, unless otherwise noted. Actual time of accident is approximate.

C. SUMMARY

On December 19, 2005, at 2:39 pm eastern standard time, a Grumman Mallard G73T, N2969, operated by Flying Boat Inc. as Chalks Ocean Airways flight 101, crashed into a shipping channel adjacent to the Port of Miami shortly after takeoff. The aircraft, a seaplane, had departed from the Miami Seaplane Base (X44), and took off from the shipping channel with 2 crew and 18 passengers (including 3 infants). The scheduled flight was destined to Bimini, Bahamas, operating under the provisions of Title 14 Code of Federal Regulations Part 121. The seaplane was retrofitted with Pratt & Whitney PT-6 turboprop engines. Witness and video recordings indicated a fire on the right wing and showed the wing separating prior to impacting the water. All 20 occupants suffered fatal injuries. Visual meteorological conditions prevailed at the time of the accident.

D. ADDENDA

Excerpts from the respective Limitations sections of the G-73 Frakes Turbo-Mallard Airplane Flight Manual and the Flying Boat, Inc., Aircraft Operating Manual have been added. These excerpts are included as Attachment 2 to the Operations Group Chairman's Factual Report.

Attachment 2

To Operations Group Chairman's Factual Report

DCA06MA010

3. FUEL

Use fuel which conforms with F&WA Spec 522, such as JP-4, and JP-1. (Av. gas MIL-G-5572, all grades, may be used for a maximum of 150 hours between overhauls.)

4. OIL

Refer to UACL PT6 Engine Service Bulletin No. 1 for approved oils.

5. INSTRUMENT MARKINGS

INTERTURBINE TEMPERATURE

RED arc	695-725°C
RED dot (Starting Transient 2 Seconds)	1090°C

TORQUEMETER

RED radial	53 PSI
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TACHOMETER - PROPELLER SPEED

RED radial	2200 RPM
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TACHOMETER - GAS GENERATOR SPEED

RED radial	101%
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OIL PRESSURE

WHITE arc	40-80 PSI
GREEN arc	80-100 PSI
RED radial	100 PSI

OIL TEMPERATURE

RED radial	100°C
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FUEL PRESSURE

GREEN arc	5 to 50 PSI
RED radial	50 PSI

E. CRITICAL CROSS-WIND VELOCITY

The maximum limiting crosswind value has not been determined. Refer to page 4-1 for demonstrated crosswind.

F. WAVE HEIGHT

The airplane may be landed or taken off from the water with waves 2 1/2 feet high.

FLYING BUAI, INC.

FUEL PRESSURE

Red radial	1.5 psi
Yellow arc	1.5 to 5 psi
Green arc	5 to 50 psi
Red radial	50 psi

CRITICAL CROSS-WIND VELOCITY

The maximum limiting crosswind value has not been determined, however it was demonstrated at 17kts.

WAVE HEIGHT

The airplane may be landed or taken off from the water with waves 2 ½ feet high.

TAXIING

There are no special limitations on taxiing this airplane.

FLAPS

The performance shown in Section IV of this Manual is based on the following flap positions:

Take-off	0°
Approach	30°
Landing	30°
Enroute operation	0°

FLIGHT LOAD FACTORS

Positive flaps up	<u>3.25 g's</u>
Positive flaps down	<u>2.00 g's</u>
Negative	<u>-1.25 g's</u>

APPROVED OPERATIONS

Day VFR land & water operations only, limited by STC SA 2323WE.