

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

February 1, 2007

**ADDENDUM 2**  
**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 Time<sup>1</sup> (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  
Washington, D.C.

Adalberto Munet  
Principal Operations Inspector  
Federal Aviation Administration  
Miami, Florida

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

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<sup>1</sup> 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. ERRATA**

On page 7, Section 3.0.2 of the Operations Group Chairman's Factual Report (Flight Crew Information, the First Officer, Paul J. DeSanctis), delete all information under the heading, Airman certificates and ratings, and insert the following information:

Airman certificates and ratings:

Commercial Pilot (issued May 18, 2005)

Airplane Single Engine Land and Sea

Airplane Multiengine Land and Sea

Instrument Airplane

On page 7, Section 3.0.2 of the Operations Group Chairman's Factual Report (Flight Crew Information, the First Officer, Paul J. DeSanctis), correct the original issue date of Commercial Pilot – Multiengine Land to read August 10, 2002.