

 National Transportation Safety Board FACTUAL REPORT AVIATION		NTSB ID: DCA06MA010		Aircraft Registration Number: N2969	
		Occurrence Date: 12/19/2005		Most Critical Injury: Fatal	
		Occurrence Type: Accident		Investigated By: NTSB	
Location/Time					
Nearest City/Place Miami		State FL	Zip Code	Local Time 1439	Time Zone EST
Airport Proximity: Off Airport/Airstrip		Distance From Landing Facility: 3			
Aircraft Information Summary					
Aircraft Manufacturer Grumman		Model/Series G-73T		Type of Aircraft Airplane	
Revenue Sightseeing Flight: No			Air Medical Transport Flight: No		
Narrative					
<p>Brief narrative statement of facts, conditions and circumstances pertinent to the accident/incident:</p> <p>The Safety Board's full report is available at http://www.nts.gov/publicctn/publicctn.htm. The Aircraft Accident Report number is NTSB/AAR-07/04.</p> <p>On December 19, 2005, about 1439 eastern standard time, a Grumman Turbo Mallard (G-73T) amphibious airplane, N2969, operated by Flying Boat, Inc., doing business as Chalk's Ocean Airways flight 101, crashed into a shipping channel adjacent to the Port of Miami, Florida, shortly after takeoff from the Miami Seaplane Base (X44). Flight 101 was a regularly scheduled passenger flight to Bimini, Bahamas, with 2 flight crewmembers and 18 passengers on board. The airplane's right wing separated during flight. All 20 people aboard the airplane were killed, and the airplane was destroyed. Flight 101 was operating under the provisions of 14 Code of Federal Regulations Part 121 on a visual flight rules flight plan. Visual meteorological conditions prevailed at the time of the accident.</p> <p>On the day of the accident, the accident flight crew flew the airplane from Fort Lauderdale/Hollywood International Airport (FLL) in Fort Lauderdale, Florida, to X44 as Chalk's Ocean Airways flight 110. According to the flight log, the airplane departed FLL about 1305 and landed at X44 about 1321.</p> <p>The airplane departed X44 on the accident flight about 1438 and crashed into the water about 1 minute later. Of about 15 witnesses interviewed, most reported that the airplane's right wing separated from the rest of the airplane in flight, that smoke or fire came from the wing or a fireball in the sky, and that the airplane subsequently descended into the water. About one-half of these witnesses reported that they heard an explosion associated with the wing separation.</p> <p>Most of the wreckage was located in about 30 feet of water. Lifeguards who patrolled Miami Beach on foot and on jet skis were the first to respond to the accident scene. Miami emergency dispatch notified the Miami Coast Guard and the Miami Beach Police Department by telephone about the accident. The Miami Coast Guard log showed that the Miami Coast Guard launched an HH-65 helicopter to the accident scene about 7 minutes after receiving notification of the accident and began recovery efforts about 6 minutes afterward.</p>					
FACTUAL REPORT - AVIATION					
					Page 1

 National Transportation Safety Board FACTUAL REPORT AVIATION		NTSB ID: DCA06MA010			
		Occurrence Date: 12/19/2005			
		Occurrence Type: Accident			
Landing Facility/Approach Information					
Airport Name	Airport ID:	Airport Elevation	Runway Used	Runway Length	Runway Width
Miami Seaplane Base	X44	0 Ft. MSL	NA		
Runway Surface Type:					
Runway Surface Condition:					
Approach/Arrival Flown: Unknown					
VFR Approach/Landing: Unknown					
Aircraft Information					
Aircraft Manufacturer		Model/Series		Serial Number	
Grumman		G-73T		J27	
Airworthiness Certificate(s): Normal; Transport					
Landing Gear Type: Retractable - Amphibian; Hull; Tailwheel					
Amateur Built Acft? No	Number of Seats: 17	Certified Max Gross Wt.	14100 LBS	Number of Engines: 2	
Engine Type:	Engine Manufacturer:	Model/Series:	Rated Power:		
Turbo Prop	Pratt & Whitney Canada	PT6	550 HP		
- Aircraft Inspection Information					
Type of Last Inspection	Date of Last Inspection	Time Since Last Inspection	Airframe Total Time		
Continuous Airworthiness	11/2005	11 Hours	31226.3 Hours		
- Emergency Locator Transmitter (ELT) Information					
ELT Installed?/Type Yes /	ELT Operated? No	ELT Aided in Locating Accident Site? No			
Owner/Operator Information					
Registered Aircraft Owner		Street Address			
Seaplane Adventures LLC		City	State	Zip Code	
			CT		
Operator of Aircraft		Street Address			
FLYING BOAT INC		City	State	Zip Code	
		Fort Lauderdale	FL		
Operator Does Business As: Chalks Ocean Airways			Operator Designator Code: FVYA		
- Type of U.S. Certificate(s) Held:					
Air Carrier Operating Certificate(s): Flag Carrier/Domestic					
Operating Certificate:			Operator Certificate:		
Regulation Flight Conducted Under: Part 121: Air Carrier					
Type of Flight Operation Conducted: Scheduled; International; Passenger Only					
FACTUAL REPORT - AVIATION					

 <p>National Transportation Safety Board FACTUAL REPORT AVIATION</p>	NTSB ID: DCA06MA010
	Occurrence Date: 12/19/2005
	Occurrence Type: Accident

First Pilot Information

Name On File	City	State	Date of Birth	Age 37
-----------------	------	-------	---------------	-----------

Sex: F	Seat Occupied: Left	Occupational Pilot?	Certificate Number:
--------	---------------------	---------------------	---------------------

Certificate(s): Airline Transport; Flight Instructor

Airplane Rating(s): Multi-engine Land; Multi-engine Sea; Single-engine Land; Single-engine Sea

Rotorcraft/Glider/LTA:

Instrument Rating(s): Airplane

Instructor Rating(s): Airplane Single-engine

Current Biennial Flight Review? 08/2005

Medical Cert.: Class 1	Medical Cert. Status:	Date of Last Medical Exam: 09/2005
------------------------	-----------------------	------------------------------------

- Flight Time Matrix	All A/C	This Make and Model	Airplane Single Engine	Airplane Multi-Engine	Night	Instrument		Rotorcraft	Glider	Lighter Than Air
						Actual	Simulated			
Total Time	2830	1630								
Pilot In Command(PIC)	1330	430								
Instructor										
Instruction Received										
Last 90 Days	203									
Last 30 Days	85									
Last 24 Hours	3									

Seatbelt Used? Yes	Shoulder Harness Used? Yes	Toxicology Performed? No	Second Pilot? Yes
--------------------	----------------------------	--------------------------	-------------------

Flight Plan/Itinerary

Type of Flight Plan Filed: VFR

Departure Point Same as Accident/Incident Location	State	Airport Identifier X44	Departure Time 1435	Time Zone EST
---	-------	---------------------------	------------------------	------------------


Destination Bimini	State	Airport Identifier	
-----------------------	-------	--------------------	--

Type of Clearance: Unknown

Type of Airspace:

Weather Information

Source of Wx Information:
National Weather Service


 <p>National Transportation Safety Board FACTUAL REPORT AVIATION</p>	NTSB ID: DCA06MA010
	Occurrence Date: 12/19/2005
	Occurrence Type: Accident

Weather Information					
WOF ID	Observation Time	Time Zone	WOF Elevation	WOF Distance From Accident Site	Direction From Accident Site
mia			Ft. MSL	NM	Deg. Mag.
Sky/Lowest Cloud Condition: Thin Overcast			2500 Ft. AGL	Condition of Light:	
Lowest Ceiling:		Ft. AGL	Visibility: 7	SM	Altimeter: "Hg
Temperature: 22 °C	Dew Point: °C	Weather Conditions at Accident Site: Visual Conditions			
Wind Direction:	Wind Speed:	Wind Gusts:			
Visibility (RVR): Ft.	Visibility (RVV):	SM			
Precip and/or Obscuration:					

Accident Information		
Aircraft Damage: Destroyed	Aircraft Fire: In-flight	Aircraft Explosion: In-flight

- Injury Summary Matrix	Fatal	Serious	Minor	None	TOTAL
First Pilot	1				1
Second Pilot	1				1
Student Pilot					
Flight Instructor					
Check Pilot					
Flight Engineer					
Cabin Attendants					
Other Crew					
Passengers	18				18
- TOTAL ABOARD -	20				20
Other Ground					
- GRAND TOTAL -	20				20

--

 National Transportation Safety Board FACTUAL REPORT AVIATION	NTSB ID: DCA06MA010	
	Occurrence Date: 12/19/2005	
	Occurrence Type: Accident	

Administrative Information

Investigator-In-Charge (IIC)

William English

Additional Persons Participating in This Accident/Incident Investigation:

Dan Diggins
AAI-100