

National Transportation Safety Board
Washington, DC 20594

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Brief of Accident

Adopted 08/30/2007

DCA06MA010
File No. 22129 12/19/2005 Miami, FL Aircraft Reg No. N2969 Time (Local): 14:39 EST

Make/Model:	Grumman / G-73T	Fatal	Serious	Minor/None
Engine Make/Model:	Pratt & Whitney Canada / PT6	Crew 2	0	0
Aircraft Damage:	Destroyed	Pass 18	0	0
Number of Engines:	2			
Operating Certificate(s):	Flag Carrier/Domestic			
Name of Carrier:	FLYING BOAT INC			
Type of Flight Operation:	Scheduled; International; Passenger Only			
Reg. Flight Conducted Under:	Part 121: Air Carrier			

Last Depart. Point:	Same as Accident/Incident Location	Condition of Light:	
Destination:	Bimini	Weather Info Src:	Weather Observation Facility
Airport Proximity:	Off Airport/Airstrip	Basic Weather:	Visual Conditions
		Lowest Ceiling:	
		Visibility:	7.00 SM
		Wind Dir/Speed:	
		Temperature (°C):	22
		Precip/Obscuration:	

Pilot-in-Command	Age: 37	Flight Time (Hours)
Certificate(s)/Rating(s)		Total All Aircraft: 2830
Airline Transport; Flight Instructor; Multi-engine Land; Multi-engine Sea; Single-engine Land; Single-engine Sea		Last 90 Days: 203
Instrument Ratings		Total Make/Model: 1630
Airplane		Total Instrument Time: UnK/Nr

The Safety Board's full report is available at <http://www.ntsb.gov/publictn/publictn.htm>. The Aircraft Accident Report number is NTSB/AAR-07/04.

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. 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.

Brief of Accident (Continued)

DCA06MA010
File No. 22129

12/19/2005

Miami, FL

Aircraft Reg No. N2969

Time (Local): 14:39 EST

Occurrence #1: AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation: CLIMB - TO CRUISE

Findings

1. (C) WING - FAILURE, TOTAL
 2. (C) MAINTENANCE - INADEQUATE - COMPANY MAINTENANCE PERSONNEL
 3. (C) PROCEDURE INADEQUATE - COMPANY/OPERATOR MANAGEMENT
 4. (C) INADEQUATE SURVEILLANCE OF OPERATION - FAA(ORGANIZATION)
-

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Findings

5. TERRAIN CONDITION - GROUND

Findings Legend: (C) = Cause, (F) = Factor

The National Transportation Safety Board determines the probable cause(s) of this accident as follows.

The in-flight failure and separation of the right wing during normal flight, which resulted from (1) the failure of the Chalk's Ocean Airways maintenance program to identify and properly repair fatigue cracks in the right wing and (2) the failure of the Federal Aviation Administration to detect and correct deficiencies in the company's maintenance program.