



Aviation Investigation Final Report

Location:	ELMENDORF AFB, Alaska	Accident Number:	ANC85FA124
Date & Time:	July 10, 1985, 14:56 Local	Registration:	N61155
Aircraft:	CESSNA A-185F	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Minor, 3 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

IMMEDIATELY AFTER TAKEOFF FROM A LAKE THE ACFT STALLED, DID A HALF SPIN & NOSED INTO THE WATER. WITNESSES REPORTED SEEING ACFT NOSE PITCHING UP & DOWN & WINGS WOBBLING JUST PRIOR TO THE STALL. THIS WAS PLT'S FIRST FLT IN THIS TYPE ACFT WITHOUT AN INSTRUCTOR. THE ACFT WAS HEAVILY LOADED WITH PASSENGERS & FISHING GEAR. THE PLT STATED THAT AFTER TAKEOFF, HE ADJUSTED THE RPM TO CLIMB PWR THEN ADJUSTED THE FLAPS WHICH WAS THE ORDER IN WHICH HE WAS INSTRUCTED TO DO SO. THE ACFT FLT MANUAL SAYS TO ADJUST FLAPS FIRST THEN PWR.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. (F) FLIGHT MANUALS - NOT FOLLOWED - PILOT IN COMMAND
2. (F) PROCEDURES/DIRECTIVES - IMPROPER - FLIGHT INSTRUCTOR(ON GROUND)
3. (C) AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
4. STALL/SPIN - INADVERTENT - PILOT IN COMMAND

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

Findings

5. (C) STALL/SPIN - UNCONTROLLED - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Commercial; Military; Private	Age:	32, Male
Airplane Rating(s):	Single-engine land; Single-engine sea	Seat Occupied:	Left
Other Aircraft Rating(s):	Helicopter	Restraint Used:	
Instrument Rating(s):	Helicopter	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	April 4, 1985
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	776 hours (Total, all aircraft), 5 hours (Total, this make and model), 548 hours (Pilot In Command, all aircraft), 56 hours (Last 90 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N61155
Model/Series:	A-185F A-185F	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal; Utility	Serial Number:	18504114
Landing Gear Type:	Float	Seats:	4
Date/Type of Last Inspection:	May 8, 1985 Annual	Certified Max Gross Wt.:	3320 lbs
Time Since Last Inspection:	68 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1652 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	IO-520-D
Registered Owner:	JANSEN AIR SERVICE	Rated Power:	300 Horsepower
Operator:	FT. RICHARDSON FLYING CLUB	Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	EDF ,213 ft msl	Distance from Accident Site:	2 Nautical Miles
Observation Time:	14:55 Local	Direction from Accident Site:	180°
Lowest Cloud Condition:	Scattered / 4000 ft AGL	Visibility	50 miles
Lowest Ceiling:	Broken / 23000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	270°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	18°C / 11°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	VFR
Destination:	BELUGA LAKE , AK	Type of Clearance:	None
Departure Time:	14:56 Local	Type of Airspace:	Class E

Airport Information

Airport:	SIX MILE LAKE SEAPLANE NONE	Runway Surface Type:	Water
Airport Elevation:	85 ft msl	Runway Surface Condition:	Water-choppy
Runway Used:	27	IFR Approach:	None
Runway Length/Width:	4200 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 Minor, 2 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor, 3 None	Latitude, Longitude:	61.270751,-149.790405(est)

Administrative Information

Investigator In Charge (IIC):	Daw, Roy
Additional Participating Persons:	PAUL RAKER; ANCHORAGE , AK
Original Publish Date:	
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=4419

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The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).