



Aviation Investigation Final Report

Location:	LITTLE DELTA RV, Alaska	Accident Number:	ANC87LA157
Date & Time:	September 16, 1987, 20:30 Local	Registration:	N9914X
Aircraft:	CESSNA 185	Aircraft Damage:	Substantial
Defining Event:		Injuries:	4 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PILOT STATED THAT APPROXIMATELY 1000 FEET AFTER COMMENCING THE TAKE OFF THE AIRPLANE CLIMBED TO JUST ABOVE TREE TOP LEVEL AND THEN BEGAN TO SETTLE INTO THE TREES. THE PILOT ALSO STATED HE BELIEVES THE AIRPLANE STALLED.

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) TERRAIN CONDITION - HIGH VEGETATION
2. (C) AIRSPEED(VS) - NOT MAINTAINED - PILOT IN COMMAND
3. (C) STALL/MUSH - INADVERTENT - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

4. (F) OBJECT - TREE(S)

Factual Information

Pilot Information

Certificate:	Commercial; Flight instructor	Age:	28, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	February 10, 1987
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	634 hours (Total, all aircraft), 198 hours (Total, this make and model), 527 hours (Pilot In Command, all aircraft), 116 hours (Last 90 days, all aircraft), 70 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N9914X
Model/Series:	185 185	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	1850114
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	February 21, 1987 Annual	Certified Max Gross Wt.:	3320 lbs
Time Since Last Inspection:	70 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	2546 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, activated, aided in locating accident	Engine Model/Series:	I0-470
Registered Owner:	DAVID BACKUS	Rated Power:	230 Horsepower
Operator:		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:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	90 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	1°C / -3°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	00:00 Local	Type of Airspace:	Class G

Airport Information

Airport:		Runway Surface Type:	
Airport Elevation:	0 ft msl	Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:	0 ft / 0 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	3 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	4 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC): Kobelnyk, George

Additional Participating Persons:

Original Publish Date: August 31, 1988

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.ntsb.gov/Docket?ProjectID=4919>

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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](#).