



Aviation Investigation Final Report

Location:	ANCHORAGE, Alaska	Accident Number:	ANC89FA100
Date & Time:	June 21, 1989, 07:05 Local	Registration:	N8773Q
Aircraft:	CESSNA U-206G	Aircraft Damage:	Substantial
Defining Event:		Injuries:	3 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE ACCIDENT REPORT SUBMITTED BY THE FLYING CLUB CHIEF INDICATED THAT THE PILOT DID NOT RELEASE THE TAIL TIEDOWN DURING HIS PREFLIGHT INSPECTION. IT WAS ATTACHED TO A 4X4 POST IN A CONCRETE WEIGHT. DURING THE ATTEMPTED TAKEOFF THE AIRPLANE WOULD NOT GET ON STEP. THE TAKEOFF WAS ABORTED. A SECOND TAKEOFF WAS ATTEMPTED FROM THE MIDDLE OF THE LAKE. DURING THE TAKEOFF THE NOSE BEGAN TO PITCH UP APPROACHING A STALL. THE PILOT PUSHED THE YOKE FORWARD & THE AIRPLANE SETTLED BACK ONTO THE WATER JUST PRIOR TO IMPACT WITH THE LAKE'S DEPARTURE END SHORELINE.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE FAILURE OF THE PILOT TO CONDUCT A PROPER PRE-FLIGHT INSPECTION AND REMOVE THE TAIL MOORING FROM THE FLOAT PLANE. CONTRIBUTING TO THE ACCIDENT WAS THE PILOT'S OVER CONFIDENCE IN HIS PERSONAL ABILITY.

Findings

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

Findings

1. (C) AIRCRAFT PREFLIGHT - IMPROPER - PILOT IN COMMAND

2. (C) MISC EQPT/FURNISHINGS - NOT REMOVED
 3. (C) CHECKLIST - NOT FOLLOWED - PILOT IN COMMAND
 4. (C) TIE DOWN - NOT CORRECTED - PILOT IN COMMAND
 5. (C) CLIMB - NOT ATTAINED - PILOT IN COMMAND
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Occurrence #2: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: TAKEOFF - ROLL/RUN

Findings

6. OBJECT - TREE(S)
7. TERRAIN CONDITION - DIRT BANK/RISING EMBANKMENT

Factual Information

Pilot Information

Certificate:	Commercial; Private	Age:	36, Male
Airplane Rating(s):	Single-engine land; Single-engine sea	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	August 1, 1988
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	331 hours (Total, all aircraft), 2 hours (Total, this make and model), 247 hours (Pilot In Command, all aircraft), 26 hours (Last 90 days, all aircraft), 15 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N8773Q
Model/Series:	U-206G U-206G	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Utility	Serial Number:	U20603526
Landing Gear Type:	Float	Seats:	6
Date/Type of Last Inspection:	May 18, 1989 100 hour	Certified Max Gross Wt.:	3600 lbs
Time Since Last Inspection:	33 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1253 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	IO-520-F9
Registered Owner:	SHERMAN W BEAR	Rated Power:	300 Horsepower
Operator:	U.S. AIR FORCE	Operating Certificate(s) Held:	None
Operator Does Business As:	ELMENDORF AERO CLUB	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:	Scattered / 5000 ft AGL	Visibility	75 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	3 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	90°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	9°C / 5°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	07:03 Local	Type of Airspace:	Class D

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:	2 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	3 None	Latitude, Longitude:	61.109947,-149.900955(est)

Administrative Information

Investigator In Charge (IIC): Michelangelo, James

Additional Participating Persons:

Original Publish Date: August 22, 1990

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.ntsb.gov/Docket?ProjectID=5115>

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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](#).