



Aviation Investigation Final Report

Location:	AMITCHIAK LAKE, Alaska	Accident Number:	ANC91FA115
Date & Time:	August 1, 1991, 15:15 Local	Registration:	N1687M
Aircraft:	CESSNA A185F	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 Fatal
Flight Conducted Under:	Part 91: General aviation		

Analysis

AMITCHIAK LAKE IS LOCATED IN A MOUNTAIN VALLEY WITH A FIELD ELEVATION OF 2,500 FEET. THE WIND WAS BLOWING FROM THE NORTH, NORTHWEST. THE AIRPLANE TOOK OFF INTO THE WIND AND HAD TO MAKE A TURN TO AVOID RISING TERRAIN. THE TAKEOFF AREA WAS DIRECTLY DOWNWIND OF RISING TERRAIN. ACCORDING TO THE WITNESS, THE AIRPLANE BANKED TO THE LEFT AND WAS FLYING IN A SOUTH, SOUTHWESTERLY DIRECTION OVER THE WATER WHEN THE AIRPLANE'S NOSE WENT DOWN AND THE AIRPLANE NOSED INTO THE WATER. EXAMINATION OF THE AIRPLANE WRECKAGE SHOWED NO MECHANICAL IRREGULARITY WITH THE FLIGHT CONTROLS, ENGINE, AND OTHER SYSTEMS ON THE AIRPLANE.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S FAILURE TO MAINTAIN THE AIRPLANE'S AIRSPEED ABOVE STALLING; THEREBY LOSING CONTROL. FACTORS CONTRIBUTING TO THE ACCIDENT WERE THE MOUNTAINOUS TERRAIN, THE MOUNTAIN WAVE, AND INSUFFICIENT ALTITUDE FROM WHICH TO RECOVER.

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: MANEUVERING

Findings

1. (C) AIRSPEED(VS) - NOT MAINTAINED - PILOT IN COMMAND
2. (C) STALL - INADVERTENT - PILOT IN COMMAND
3. (F) TERRAIN CONDITION - MOUNTAINOUS/HILLY
4. (F) WEATHER CONDITION - MOUNTAIN WAVE

Occurrence #2: DRAGGED WING, ROTOR, POD, FLOAT OR TAIL/SKID
Phase of Operation: DESCENT - UNCONTROLLED

Findings

5. (F) ALTITUDE - INADEQUATE - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Private	Age:	51, 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:	Yes
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	April 23, 1990
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	5000 hours (Total, all aircraft), 30 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N1687M
Model/Series:	A185F A185F	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	18501874
Landing Gear Type:	Float	Seats:	4
Date/Type of Last Inspection:	March 28, 1991 Annual	Certified Max Gross Wt.:	3350 lbs
Time Since Last Inspection:	200 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	3980 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	IO-520-F
Registered Owner:	GAEDEKE, BERND A.	Rated Power:	285 Horsepower
Operator:	GAEDEKE, BERND A.	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:	Unknown	Visibility	15 miles
Lowest Ceiling:	Overcast / 10000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	20 knots / 30 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	360°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	10°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	15:15 Local	Type of Airspace:	Class G

Airport Information

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

Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Substantial
Passenger Injuries:	1 Fatal	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Fatal	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	Kobelnyk, George
Additional Participating Persons:	INSPECTOR DAVE SMITH; FAIRBANKS , AK
Original Publish Date:	March 31, 1993
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=5487

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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](#).