



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	ANCHORAGE, AK	<b>Accident Number:</b>	ANC87LA042
<b>Date &amp; Time:</b>	03/01/1987, 1358 AST	<b>Registration:</b>	N2449J
<b>Aircraft:</b>	CESSNA 185F	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## Analysis

THE PILOT WAS UNABLE TO START HIS AIRPLANE DUE TO A WEAK BATTERY AND ELECTED TO START THE UNSECURED ACFT'S ENGINE BY HAND-PROPPING. THE ENGINE STARTED AND THE AIRPLANE ACCELERATED AWAY FROM ITS TIE-DOWN AREA AND INTO A BUILDING BEFORE THE PILOT COULD REENTER THE COCKPIT.

## Probable Cause and Findings

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

## Findings

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Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER  
Phase of Operation: STANDING - STARTING ENGINE(S)

### Findings

1. (F) AIRCRAFT PREFLIGHT - IMPROPER - PILOT IN COMMAND
  2. (F) IMPROPER USE OF PROCEDURE - PILOT IN COMMAND
  3. (C) AIRCRAFT UNATTENDED/ENGINE(S) RUNNING - INITIATED - PILOT IN COMMAND
  4. (F) JUDGMENT - POOR - PILOT IN COMMAND
  5. (F) IMPROPER USE OF EQUIPMENT/AIRCRAFT - PILOT IN COMMAND
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Occurrence #2: ON GROUND/WATER COLLISION WITH OBJECT  
Phase of Operation: TAXI

## Factual Information

### Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	67, Male
<b>Airplane Rating(s):</b>	Single-engine Land; Single-engine Sea	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Valid Medical--w/ waivers/lim.	<b>Last FAA Medical Exam:</b>	02/18/1987
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	4050 hours (Total, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N2449J
<b>Model/Series:</b>	185F 185F	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	18504364
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	05/24/1986, Annual	<b>Certified Max Gross Wt.:</b>	3350 lbs
<b>Time Since Last Inspection:</b>	114 Hours	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	350 Hours	<b>Engine Manufacturer:</b>	Continental
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	IO-520D
<b>Registered Owner:</b>	RAYMOND A. POWELL	<b>Rated Power:</b>	300 hp
<b>Operator:</b>	RAYMOND A. POWELL	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	90 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	Light and Variable /	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	-4° C / -8° C
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	None
Destination:	KENAI, AK (ENA)	Type of Clearance:	None
Departure Time:	0000	Type of Airspace:	

## Airport Information

Airport:	LAKE HOOD STRIP (Z41)	Runway Surface Type:	
Airport Elevation:	73 ft	Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	None

## Wreckage and Impact Information

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

## Administrative Information

Investigator In Charge (IIC):	JAMES D LA BELLE	Report Date:	03/21/1988
Additional Participating Persons:			
Publish Date:			
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

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The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).