



National Transportation Safety Board Aviation Accident Final Report

Location:	BELUGA, AK	Accident Number:	ANC86LAG01
Date & Time:	10/03/1985, 1630 AKD	Registration:	N2181N
Aircraft:	CESSNA 140	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None

Flight Conducted Under: Part 91: General Aviation - Personal

Analysis

THE STUDENT PLT ATTEMPTED TAKEOFF FROM AN UNIMPROVED, OVERGROWN RIVER BED. HE STATED HE PACED OFF THE DISTANCE AVAILABLE FOR TAKEOFF AND IT WAS TOO SHORT, HOWEVER, HE DECIDED TO TAKEOFF ANYWAY. THE ACFT IMPACTED ALDERS AND A STREAM BANK JUST AS IT WAS LIFTING OFF.

Probable Cause and Findings

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

Findings

Occurrence #1: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: TAKEOFF - ROLL/RUN

Findings

1. (F) AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - INADEQUATE
2. (C) UNSUITABLE TERRAIN OR TAKEOFF/LANDING/TAXI AREA - SELECTED - PILOT IN COMMAND
3. (F) OVERCONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
4. (F) TERRAIN CONDITION - HIGH VEGETATION
5. (F) TERRAIN CONDITION - ROUGH/UNEVEN

Factual Information

Pilot Information

Certificate:	Student	Age:	29, Male
Airplane Rating(s):	None	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	05/29/1985
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	64 hours (Total, all aircraft), 64 hours (Total, this make and model), 29 hours (Pilot In Command, all aircraft), 39 hours (Last 90 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N2181N
Model/Series:	140 140	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	13619
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	11/01/1984, Annual	Certified Max Gross Wt.:	1500 lbs
Time Since Last Inspection:	65 Hours	Engines:	1 Reciprocating
Airframe Total Time:	2305 Hours	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	C-85
Registered Owner:		Rated Power:	85 hp
Operator:	DICK R. STOCK	Operating Certificate(s) Held:	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	50 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	Calm /	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	13° C
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	0000	Type of Airspace:	Class G

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):	AUSTIN COLLER	Report Date:	
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 pubinquiry@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

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](#).