



National Transportation Safety Board Aviation Accident Data Summary

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|--------------------------------|--------------------------------------|-------------------------|------------|
| Location: | PALMER, AK | Accident Number: | ANC84LA159 |
| Date & Time: | 09/01/1984, 0900 AKD | Registration: | N5425T |
| Aircraft: | CESSNA 172E | Injuries: | 2 None |
| Flight Conducted Under: | Part 91: General Aviation - Personal | | |

Analysis

THE ACFT WAS TAKING OFF FROM AN AIRPORT WHICH WAS AN UNIMPROVED FIELD SITE. ACCORDING TO THE PLT THE ACFT WOULD NOT ACCELERATE AND CLIMB OUT SO HE STALLED INTO THE BRUSH ALONG A CREEK BED. THE PLT SAID THE ACFT HAD DEPARTED THIS FIELD BEFORE BUT BOTH TIMES HAD A MINIMUM LOAD (PLT ONLY). THE PLT SAID HE ELECTED TO CRASH IN THE BRUSH BECAUSE OF A RIDGE AHEAD THAT WAS IN THE FLT PATH.

Probable Cause

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

Findings

Occurrence #1: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. OBJECT - TREE(S)
2. (C) AIRCRAFT PERFORMANCE, CLIMB CAPABILITY - EXCEEDED
3. (C) JUDGMENT - POOR - PILOT IN COMMAND
4. (C) PERFORMANCE DATA - NOT UNDERSTOOD - PILOT IN COMMAND
5. (C) UNSUITABLE TERRAIN OR TAKEOFF/LANDING/TAXI AREA - SELECTED - PILOT IN COMMAND
6. (C) STALL - INTENTIONAL - PILOT IN COMMAND

Pilot Information

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|----------------------------------|---|------------------------------|------------------------|
| Certificate: | Flight Instructor; Commercial | Age: | 50 |
| Airplane Rating(s): | Single-engine Land; Single-engine Sea | Instrument Rating(s): | None |
| Other Aircraft Rating(s): | None | Instructor Rating(s): | Airplane Single-engine |
| Flight Time: | 2165 hours (Total, all aircraft), 1220 hours (Total, this make and model), 2010 hours (Pilot In Command, all aircraft), 50 hours (Last 90 days, all aircraft), 25 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft) | | |

Aircraft and Owner/Operator Information

| | | | |
|---------------------------------------|--------------------------------------|-----------------------------|-----------------|
| Aircraft Make: | CESSNA | Registration: | N5425T |
| Model/Series: | 172E 172E | Engines: | 1 Reciprocating |
| Operator: | JAMES COLBERG | Engine Manufacturer: | CONTINENTAL |
| Operating Certificate(s) Held: | None | Engine Model/Series: | O-300-D |
| Flight Conducted Under: | Part 91: General Aviation - Personal | | |

Meteorological Information and Flight Plan

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|---|---------------------|-------------------------------------|-----------|
| Conditions at Accident Site: | Visual Conditions | Condition of Light: | Day |
| Observation Facility, Elevation: | , 0 ft msl | Weather Information Source: | Pilot |
| Lowest Ceiling: | None / 0 ft agl | Wind Speed/Gusts, Direction: | Calm / , |
| Temperature: | 3°C | Visibility | 100 Miles |
| Precipitation and Obscuration: | | | |
| Departure Point: | Destination: | | |

Wreckage and Impact Information

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

Administrative Information

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| Investigator In Charge (IIC): | GEORGE KOBELNYK | Adopted 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 pubinq@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.