



Aviation Investigation Final Report

Location:	Big Lake, Alaska	Accident Number:	ANC19CA009
Date & Time:	December 22, 2018, 18:30 Local	Registration:	N93018
Aircraft:	Cessna A185	Aircraft Damage:	Substantial
Defining Event:	Nose over/nose down	Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

According to the pilot, upon returning from a short sightseeing flight in his tailwheel-equipped airplane, the landing and taxi lights would not illuminate. Due to the dark night conditions and the inoperable landing and taxi lights, the pilot chose to land on a roadway rather than the short ice-covered, private airstrip that he had used for departure. Unbeknownst to the pilot, a snow berm had been placed in the roadway. During the landing roll, the airplane struck the snow berm and nosed over

The airplane sustained substantial damage to the wings, horizontal stabilizer, and rudder.

The pilot reported that a postaccident examination revealed that the factory connection for the landing and taxi lights had failed at the 4-pin connector.

The pilot reported no other mechanical failures or malfunctions with the airplane that would have precluded normal operation.

The pilot stated that the accident might have been prevented if the flight had been limited to daylight operations.

Probable Cause and Findings

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

The pilot's improper decision to land on a roadway during dark night conditions with inoperable landing and taxi lights, which resulted in an impact with a snow berm.

Findings

Personnel issues	Decision making/judgment - Pilot
Environmental issues	Snow/ice - Decision related to condition
Environmental issues	Snow/slush/ice covered surface - Effect on operation

Factual Information

History of Flight

Landing	Collision with terr/obj (non-CFIT)
Landing-landing roll	Nose over/nose down (Defining event)

Pilot Information

Certificate:	Private	Age:	66,Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	3-point
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 With waivers/limitations	Last FAA Medical Exam:	June 25, 2018
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	1190 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N93018
Model/Series:	A185 F	Aircraft Category:	Airplane
Year of Manufacture:	1976	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	18503161
Landing Gear Type:	Tailwheel	Seats:	6
Date/Type of Last Inspection:	July 20, 2018 Annual	Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	3940.4 Hrs at time of accident	Engine Manufacturer:	Continental Motors
ELT:	Installed, not activated	Engine Model/Series:	IO-520D
Registered Owner:		Rated Power:	285 Horsepower
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Night
Observation Facility, Elevation:	IYS	Distance from Accident Site:	
Observation Time:	18:56 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	70°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.62 inches Hg	Temperature/Dew Point:	3°C / 9°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Big Lake, AK	Type of Flight Plan Filed:	None
Destination:	Big Lake, AK	Type of Clearance:	None
Departure Time:		Type of Airspace:	Class E

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	61.537498,-149.85028(est)

Administrative Information

Investigator In Charge (IIC):	Banning, David
Additional Participating Persons:	
Original Publish Date:	September 26, 2019
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=98821

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](#).