



# Aviation Investigation Final Report

<b>Location:</b>	Fairbanks, Alaska	<b>Accident Number:</b>	GAA17CA147
<b>Date &amp; Time:</b>	February 18, 2017, 17:08 Local	<b>Registration:</b>	N185AE
<b>Aircraft:</b>	Cessna A185	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Loss of visual reference	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

The pilot reported that, during the first landing of a currency flight, he "never realized he was low on the approach" and that the airplane impacted a snow-covered area short of the asphalt runway and nosed over. He added that the flight was conducted in "reduced light conditions" and that he "did not recognize the conditions as being flat light."

The vertical stabilizer sustained substantial damage.

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

The National Weather Service reported that the sun set about 25 minutes after the accident.

The Federal Aviation Administration Chart Supplement stated, in part, that the landing runway was equipped with a precision approach path indicator.

## 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 an appropriate glidepath to the runway and to use the vertical guidance system.

## Findings

<b>Personnel issues</b>	Aircraft control - Pilot
<b>Personnel issues</b>	Use of available resources - Pilot
<b>Aircraft</b>	Descent/approach/glide path - Not attained/maintained
<b>Environmental issues</b>	Snowy/icy terrain - Effect on equipment
<b>Environmental issues</b>	(general) - Effect on personnel

## Factual Information

### History of Flight

Approach-VFR pattern final	Loss of visual reference (Defining event)
Approach-VFR pattern final	Collision with terr/obj (non-CFIT)

### Pilot Information

Certificate:	Private	Age:	64,Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	4-point
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Waiver time limited special	Last FAA Medical Exam:	March 14, 2016
Occupational Pilot:	No	Last Flight Review or Equivalent:	September 1, 2015
Flight Time:	(Estimated) 1952 hours (Total, all aircraft), 46 hours (Total, this make and model), 1888 hours (Pilot In Command, all aircraft), 2 hours (Last 90 days, all aircraft), 0 hours (Last 30 days, all aircraft), 0 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N185AE
Model/Series:	A185 F	Aircraft Category:	Airplane
Year of Manufacture:	1973	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	18502125
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	September 1, 2016 Annual	Certified Max Gross Wt.:	3350 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	2853.5 Hrs at time of accident	Engine Manufacturer:	Continental
ELT:	C91 installed, not activated	Engine Model/Series:	IO-520-D24
Registered Owner:		Rated Power:	300 Horsepower
Operator:	On file	Operating Certificate(s) Held:	None

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	PAFA,439 ft msl	<b>Distance from Accident Site:</b>	0 Nautical Miles
<b>Observation Time:</b>	02:53 Local	<b>Direction from Accident Site:</b>	0°
<b>Lowest Cloud Condition:</b>	Few / 5500 ft AGL	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	Broken / 12000 ft AGL	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	5 knots /	<b>Turbulence Type Forecast/Actual:</b>	/ None
<b>Wind Direction:</b>	200°	<b>Turbulence Severity Forecast/Actual:</b>	/ N/A
<b>Altimeter Setting:</b>	29.62 inches Hg	<b>Temperature/Dew Point:</b>	-14°C / -18°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Fairbanks, AK (FAI )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Fairbanks, AK (FAI )	<b>Type of Clearance:</b>	VFR
<b>Departure Time:</b>		<b>Type of Airspace:</b>	Class D

## Airport Information

<b>Airport:</b>	FAIRBANKS INTL FAI	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	439 ft msl	<b>Runway Surface Condition:</b>	Ice;Snow
<b>Runway Used:</b>	20L	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	6501 ft / 100 ft	<b>VFR Approach/Landing:</b>	Stop and go;Traffic pattern

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 None	<b>Latitude, Longitude:</b>	64.815002,-147.856384(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Gerhardt, Adam
<b>Additional Participating Persons:</b>	William Mallula; FAA/ FSDO; Fairbanks, AK
<b>Original Publish Date:</b>	June 7, 2017
<b>Note:</b>	This accident report documents the factual circumstances of this accident as described to the NTSB.
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=94746">https://data.nts.gov/Docket?ProjectID=94746</a>

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