



Aviation Investigation Final Report

Location:	Fergus Falls, Minnesota	Accident Number:	WPR23LA054
Date & Time:	December 4, 2022, 10:15 Local	Registration:	N926HM
Aircraft:	Cessna A185F	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot of the tailwheel equipped airplane reported that, during the takeoff roll, the airplane drifted off the left edge of the runway. Corrective action was attempted, however the airplane encountered ice off the side of the runway preventing recovery. The airplane sustained substantial damage to the right wing and right-side lower fuselage. The pilot reported that there were no preaccident mechanical malfunctions or failures with the airplane that would have precluded normal operation.

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 directional control during the takeoff roll, resulting in a runway excursion.

Findings

Personnel issues	Aircraft control - Pilot
Aircraft	Directional control - Not attained/maintained

Factual Information

History of Flight

Takeoff	Loss of control on ground (Defining event)
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Pilot Information

Certificate:	Commercial	Age:	65, Male
Airplane Rating(s):	Single-engine land; 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:	
Medical Certification:	Class 2 Without waivers/limitations	Last FAA Medical Exam:	January 1, 2022
Occupational Pilot:	No	Last Flight Review or Equivalent:	June 17, 2022
Flight Time:	(Estimated) 2275 hours (Total, all aircraft), 32 hours (Total, this make and model), 2275 hours (Pilot In Command, all aircraft), 25 hours (Last 90 days, all aircraft), 23 hours (Last 30 days, all aircraft)		

Passenger Information

Certificate:		Age:	
Airplane Rating(s):		Seat Occupied:	Right
Other Aircraft Rating(s):		Restraint Used:	4-point
Instrument Rating(s):		Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	
Medical Certification:		Last FAA Medical Exam:	
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:			

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N926HM
Model/Series:	A185F	Aircraft Category:	Airplane
Year of Manufacture:	1974	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	18502422
Landing Gear Type:	Tailwheel	Seats:	6
Date/Type of Last Inspection:	March 1, 2022 100 hour	Certified Max Gross Wt.:	3525 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	2434 Hrs	Engine Manufacturer:	Continental
ELT:	C126 installed, not activated	Engine Model/Series:	IO-520D
Registered Owner:	On file	Rated Power:	300 Horsepower
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KFFM,1183 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	10:14 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	None / None
Wind Direction:	210°	Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	2995 inches Hg	Temperature/Dew Point:	-10°C / -13°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Fergus Falls, MN	Type of Flight Plan Filed:	None
Destination:	Pueblo, CO (KPUB)	Type of Clearance:	None
Departure Time:		Type of Airspace:	Class E

Airport Information

Airport:	Fergus Falls Municipal Airport FFM	Runway Surface Type:	Asphalt
Airport Elevation:	1183 ft msl	Runway Surface Condition:	Dry
Runway Used:	31	IFR Approach:	None
Runway Length/Width:	5639 ft / 100 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	46.16,-96.09

Administrative Information

Investigator In Charge (IIC):	Blocher, Kristyn
Additional Participating Persons:	Perry W Ochsner; Federal Aviation Administration
Original Publish Date:	January 9, 2023
Last Revision Date:	
Investigation Class:	Class 4
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=106424

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).