



Aviation Investigation Final Report

Location:	Big Lake, Alaska	Accident Number:	ANC08CA049
Date & Time:	April 8, 2008, 17:36 Local	Registration:	N185AR
Aircraft:	Cessna 185	Aircraft Damage:	Substantial
Defining Event:	Fuel exhaustion	Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot of the wheel-ski equipped airplane related that while en route to his home airport, he encountered an area of transient snow showers along his flight path, which required him to fly further north than originally anticipated. He said that as he approached his destination airport, the engine began to lose power, and he selected a snow-covered meadow as a forced landing site. During touchdown, the wheel-skis sank in deep snow, and both main landing gear legs collapsed. The airplane sustained substantial damage to the fuselage and right wing. The pilot indicated that there were no preaccident mechanical problems with the airplane, and noted that the reason for the loss of engine power was due to fuel exhaustion.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to refuel the airplane prior to fuel exhaustion.

Findings

Aircraft	Fuel - Fluid level
Personnel issues	Lack of action - Pilot
Environmental issues	Snowy/icy terrain - Not specified

Factual Information

History of Flight

Enroute-cruise	Fuel exhaustion (Defining event)
Landing	Landing gear collapse

Pilot Information

Certificate:	Commercial	Age:	56, Male
Airplane Rating(s):	Single-engine land; Single-engine sea	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 With waivers/limitations	Last FAA Medical Exam:	May 1, 2006
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	9917 hours (Total, all aircraft), 100 hours (Total, this make and model), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N185AR
Model/Series:	185	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	1851464
Landing Gear Type:	Tailwheel; Ski/wheel	Seats:	4
Date/Type of Last Inspection:		Certified Max Gross Wt.:	3350 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Continental
ELT:		Engine Model/Series:	IO-520
Registered Owner:	Donna Plisga	Rated Power:	300 Horsepower
Operator:	Anthony Lee	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:		Visibility	5 miles
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:			
Departure Point:	Iliamna , AK (ILI)	Type of Flight Plan Filed:	None
Destination:	Big Lake , AK	Type of Clearance:	None
Departure Time:	15:00 Local	Type of Airspace:	

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:	61.571388,-149.967498

Administrative Information

Investigator In Charge (IIC):	Johnson, Clinton
Additional Participating Persons:	Tina C Sawtelle; Anchorage FSDO
Original Publish Date:	June 30, 2008
Last Revision Date:	
Investigation Class:	Class
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=68103

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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](#).