



National Transportation Safety Board Aviation Accident Data Summary

Location:	KERMAN, CA	Accident Number:	LAX94LA184
Date & Time:	04/07/1994, 2335 PDT	Registration:	N9124G
Aircraft:	CESSNA 182N	Injuries:	1 Serious
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

RECORDED RADAR & VOICE TAPES REVEALED THAT 15 MINUTES AFTER TAKEOFF, THE AIRCRAFT BEGAN DEVIATING FROM HEADINGS, ALTITUDES, & ATC INSTRUCTIONS. THE FACILITIES WORKING THE FLIGHT SAID THE AIRCRAFT'S COURSE OF FLIGHT WAS ERRATIC, WITH THE ERRATIC BEHAVIOR BECOMING WORSE AS THE FLIGHT CONTINUED. THE PILOT SEEMED TO BE DISORIENTED. THE AIRCRAFT DRIFTED SIGNIFICANTLY OFF ASSIGNED AIRWAYS & HEADINGS, & DID SEVERAL 360 & 180 DEGREE TURNS. THE PILOT SAID THAT AFTER REACHING CRUISE ALTITUDE, HE BEGAN TO EXPERIENCE BLURRED VISION, HEADACHES, & NAUSEA. HE SAID HIS BREATHING BECAME LABORED, & THE CONTROLS BECAME DIFFICULT TO MOVE. THE FLIGHTPATH OF THE AIRPLANE KEPT CHANGING DIRECTION & ALTITUDE, & THE PILOT COULD NOT STAY AWAKE. MANY SMALL LEAKS WERE FOUND IN THE EXHAUST SYSTEM, WITH GAS PATHWAYS FOUND INTO THE CABIN. HOSPITAL TESTS FOR ALCOHOL & DRUGS WERE NEGATIVE. AN FAA FLIGHT SURGEON AT CAMI REVIEWED THE CASE & REPORTED THAT THE SYMPTOMS WERE CONSISTENT WITH CARBON MONOXIDE POISONING. BLOOD DRAWN 11 HRS AFTER ENTERING A HOSPITAL RETAINED 3% SATURATION WITH CARBON MONOXIDE.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: AN EXHAUST GAS LEAK, DUE TO INADEQUATE MAINTENANCE, WHICH RESULTED IN CARBON MONOXIDE POISONING, INCAPACITATION OF THE PILOT, AND LOSS OF AIRCRAFT CONTROL.

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: CRUISE

Findings

1. (C) MAINTENANCE - INADEQUATE
2. (C) EXHAUST SYSTEM - LEAK
3. AIRCRAFT CONTROL - NOT POSSIBLE - PILOT IN COMMAND
4. (C) INCAPACITATION(CARBON MONOXIDE) - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Pilot Information

Certificate:	Private	Age:	55
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	1980 hours (Total, all aircraft), 1950 hours (Total, this make and model), 1878 hours (Pilot In Command, all aircraft), 22 hours (Last 90 days, all aircraft), 19 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N9124G
Model/Series:	182N 182N	Engines:	1 Reciprocating
Operator:	PETER L. HEDEGARD	Engine Manufacturer:	CONTINENTAL
Operating Certificate(s) Held:	None	Engine Model/Series:	O-470-R
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	FAT, 333 ft msl	Weather Information Source:	Unknown
Lowest Ceiling:	Overcast / 13000 ft agl	Wind Speed/Gusts, Direction:	6 knots / , 300°
Temperature:	14° C	Visibility	15 Miles
Precipitation and Obscuration:			
Departure Point:	LONG BEACH, CA (LGB)	Destination:	MODESTO, CA (MOD)

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	JEFF RICH,	Adopted Date:	04/07/1995
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.ntsbt.gov/pubdms/ .		

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