



National Transportation Safety Board Aviation Accident Data Summary

Location:	CLEAR LAKE RES, CA	Accident Number:	LAX94LA003
Date & Time:	10/01/1993, 1015 PDT	Registration:	N8397S
Aircraft:	CESSNA 182H	Injuries:	1 Fatal, 1 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

THE PILOT (PIC) REPORTED THAT HE & ANOTHER PILOT (PASSENGER) FLEW TO A FRESH WATER RESERVOIR. HE SAID THAT EN ROUTE, THEY 'TOOK TURNS DOING WING OVERS AND TIGHT TURNS.' HE SAID THEY DECIDED TO MAKE A 360 DEGREE TURN OVER THE WATER, THEN FLY BACK TO THE DEPARTURE AIRPORT. THE PIC INDICATED THAT WHILE TURNING OVER GLASSY WATER, THE WATER, SUN, HAZE & COLOR OF THE BACKGROUND TERRAIN RESULTED IN AN OPTICAL ILLUSION. HE SAID HE LOST REFERENCE TO THE HORIZON, AND THE AIRPLANE COLLIDED WITH THE WATER ABOUT HALF WAY THROUGH THE TURN. THE PILOT SURVIVED THE ACCIDENT. HE EGRESSED FROM THE AIRPLANE AS IT WAS SINKING, BUT WAS UNABLE TO RESCUE THE OTHER OCCUPANT. NO MECHANICAL PROBLEM WITH THE AIRPLANE WAS REPORTED.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: FAILURE OF THE PILOT TO MAINTAIN ALTITUDE, WHILE PERFORMING A LOW-ALTITUDE MANEUVER (TURN) OVER WATER. FACTORS RELATED TO THE ACCIDENT WERE: SUN GLARE, HAZE, GLASSY CONDITION OF THE WATER, AND THE LACK OF VISUAL CUES (VISUAL PERCEPTION) FOR THE PILOT TO JUDGE ALTITUDE AND KEEP REFERENCE TO THE HORIZON.

Findings

Occurrence #1: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: MANEUVERING

Findings

1. MANEUVER - INITIATED - PILOT IN COMMAND
2. (F) LIGHT CONDITION - SUNGLARE
3. (F) WEATHER CONDITION - HAZE/SMOKE
4. (F) TERRAIN CONDITION - WATER, GLASSY
5. (C) ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
6. (F) VISUAL/AURAL PERCEPTION - PILOT IN COMMAND

Pilot Information

Certificate:	Private	Age:	70
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	None
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	2500 hours (Total, all aircraft), 300 hours (Total, this make and model), 2350 hours (Pilot In Command, all aircraft), 54 hours (Last 90 days, all aircraft), 1 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N8397S
Model/Series:	182H 182H	Engines:	1 Reciprocating
Operator:	CECIL DREW	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:	Day
Observation Facility, Elevation:	, 0 ft msl	Weather Information Source:	Pilot
Lowest Ceiling:	None / 0 ft agl	Wind Speed/Gusts, Direction:	Calm / ,
Temperature:	16 °C	Visibility	30 Miles
Precipitation and Obscuration:			
Departure Point:	KLAMATH FALLS, OR (LMT)	Destination:	(LMT)

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	WAYNE POLLACK,	Adopted Date:	09/20/1994
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.nts.gov/pubdms/ .		

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