



# National Transportation Safety Board Aviation Accident Final Report

<b>Location:</b>	EUSTIS, FL	<b>Accident Number:</b>	MIA92LA055
<b>Date &amp; Time:</b>	01/01/1992, 2100 EST	<b>Registration:</b>	N7582S
<b>Aircraft:</b>	CESSNA 182Q	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Business		

## Analysis

WHILE ON A STRAIGHT-IN APPROACH TO RWY 36 (NOT VASI EQUIPPED), DURING A DARK NIGHT, THE ACFT COLLIDED WITH A TREE LOCATED WEST OF THE EXTENDED CENTERLINE OF THE RWY. THE PLT INITIATED A GO-AROUND AND LANDED UNEVENTFULLY AT A NEARBY ARPT.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT MISJUDGED ALTITUDE AND DISTANCE RESULTING IN UNDERSHOOTING THE LANDING. CONTRIBUTING TO THE ACIDENT WAS THE DARK NIGHT CONDITION.

## Findings

Occurrence #1: UNDERSHOOT  
Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

### Findings

1. (F) LIGHT CONDITION - DARK NIGHT
  2. (C) ALTITUDE - MISJUDGED - PILOT IN COMMAND
  3. (C) DISTANCE - MISJUDGED - PILOT IN COMMAND
  4. AIRPORT FACILITIES,VISUAL APCH SLOPE IND(VASI) - UNAVAILABLE
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Occurrence #2: IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

### Findings

5. OBJECT - TREE(S)

## Factual Information

### Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	40, Male
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt, Shoulder harness
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Valid Medical--w/ waivers/lim.	<b>Last FAA Medical Exam:</b>	11/07/1990
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	750 hours (Total, all aircraft), 500 hours (Total, this make and model)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N7582S
<b>Model/Series:</b>	182Q 182Q	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	18265231
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	01/02/2000, Annual	<b>Certified Max Gross Wt.:</b>	2950 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	1350 Hours	<b>Engine Manufacturer:</b>	CONTINENTAL
<b>ELT:</b>	Installed, activated, did not aid in locating accident	<b>Engine Model/Series:</b>	O-470U
<b>Registered Owner:</b>	ANA, INC.	<b>Rated Power:</b>	230 hp
<b>Operator:</b>	ANA, INC.	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Scattered / 1500 ft agl	Visibility	4 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	80°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	24° C
Precipitation and Obscuration:			
Departure Point:	ST. PETERSBURG, FL (SPG)	Type of Flight Plan Filed:	IFR
Destination:		Type of Clearance:	IFR
Departure Time:	2000 EST	Type of Airspace:	Class G

## Airport Information

Airport:	MID FLORIDA AIR SERVICE (X55)	Runway Surface Type:	Grass/turf
Airport Elevation:	167 ft	Runway Surface Condition:	Dry
Runway Used:	36	IFR Approach:	None
Runway Length/Width:	3000 ft / 80 ft	VFR Approach/Landing:	Full Stop; Straight-in

## 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:	

## Administrative Information

Investigator In Charge (IIC):	TIMOTHY W MONVILLE	Report Date:	08/13/1993
Additional Participating Persons:	CARL COLEMAN; ORLANDO, FL		
Publish Date:			
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 <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

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The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).