



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	ARCATA, CA	<b>Accident Number:</b>	LAX92FA160
<b>Date &amp; Time:</b>	04/01/1992, 2154 PST	<b>Registration:</b>	N1362M
<b>Aircraft:</b>	CESSNA 182P	<b>Injuries:</b>	2 Fatal
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Analysis

THE PILOT HAD EARLIER, AT 2111, EXECUTED A MISSED APPROACH FOLLOWING AN ILS APPROACH TO THE ARCADA AIRPORT. THE WX AT THAT TIME WAS SKY PARTLY OBSCURED, 100 BROKEN, 1-1/2 MI IN FOG. HE ALSO CANCELED IFR. AT 2137 HE CALLED ARCADA RADIO AND ADVISED THEY HAD ' A COUPLE OF DEAD VOR'S, ' AND WOULD LIKE A DF STEER TO ARCADA AIRPORT. THE PILOT HAD EARLIER ACKNOWLEDGED THAT HE WAS AWARE THAT THE ARCADA VOR WAS OUT OF SERVICE. HE WAS PROVIDED DF SERVICE TO A POINT 3 MI SW OF THE AIRPORT, AND CLEARED FOR THE ILS RWY 32 APPROACH. NO FURTHER TRANSMISSIONS WERE RECEIVED. THE AIRPLANE HAD COLLIDED WITH A STAND OF REDWOOD TREES 4,500 FT NE OF THE AIRPORT ON AN APRX HEADING OF 097 DEG. WITNESSES STATED THAT THE AIRPLANE PASSED OVER THEIR HOMES AT A VERY LOW ALTITUDE. ONE WITNESS STATED THAT THE VISIBILITY WAS ABOUT 1/8 MI IN FOG. THE PILOT'S BLOOD ALCOHOL LEVEL AS TESTED AT THE TIME OF HIS HOSPITAL ADMISSION WAS 0.14 GM%.

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S DESCENT BELOW DECISION HEIGHT, AND HIS ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGEMENT. FACTORS CONTRIBUTING TO THE ACCIDENT WERE: THE ADVERSE WEATHER CONDITIONS AND THE DARK NIGHT LIGHT CONDITIONS.

## Findings

Occurrence #1: IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation: APPROACH

### Findings

1. (F) LIGHT CONDITION - NIGHT
2. (F) WEATHER CONDITION - LOW CEILING
3. (F) WEATHER CONDITION - FOG
4. (C) DECISION HEIGHT - NOT MAINTAINED - PILOT IN COMMAND
5. (C) IMPAIRMENT(ALCOHOL) - PILOT IN COMMAND
6. OBJECT - TREE(S)

## Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	24
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Instrument Rating(s):</b>	Airplane
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	953 hours (Total, all aircraft), 899 hours (Pilot In Command, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N1362M
<b>Model/Series:</b>	182P 182P	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	NORTHERN AVIATION	<b>Engine Manufacturer:</b>	CONTINENTAL
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	O-470-S
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Instrument Conditions	<b>Condition of Light:</b>	Night/Dark
<b>Observation Facility, Elevation:</b>	ACV, 218 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	Broken / 100 ft agl	<b>Wind Speed/Gusts, Direction:</b>	5 knots / , 120°
<b>Temperature:</b>	13° C	<b>Visibility:</b>	1 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	FORTUNA, CA (FOT)	<b>Destination:</b>	

## Airport Information

<b>Airport:</b>	ARCATA-EUREKA (ACV)	<b>Runway Surface Type:</b>	Asphalt
<b>Runway Used:</b>	32	<b>Runway Surface Condition:</b>	Dry
<b>Runway Length/Width:</b>	5998 ft / 150 ft		

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Fatal	<b>Aircraft Damage:</b>	Destroyed
<b>Passenger Injuries:</b>	1 Fatal	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Latitude, Longitude:</b>			

## Administrative Information

Investigator In Charge (IIC): GEORGE E PETERSON

Adopted Date: 12/16/1993

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](mailto: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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