



National Transportation Safety Board Aviation Accident Final Report

Location:	BULLHEAD CITY, AZ	Accident Number:	LAX92FA033
Date & Time:	11/01/1991, 2022 MST	Registration:	N1734M
Aircraft:	CESSNA 337F	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	3 Fatal
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

DRG AN APCH TO A NEW RWY (34) AT NGT, THE ACFT DSCNDD INTO TRRN ABT 4000' SHORT OF THE RWY. THE OLD RWY (17/35) HAD RECENTLY BEEN CLOSED. THE NEW RWY (16/34) WAS APRX 1400' EAST OF THE OLD RWY & ABT 145' HIGHER. THE ARPT OPERATOR HAD NOTIFIED THE FAA OF THE ELEV CHG. THE FAA NOTAM ISSUED FOR THE NEW RWY DID NOT INCLUDE THE ALT CHG DUE TO PROC POLICY. THE PLT HAD LNDD AT THE ARPT SVRL TIMES, BUT THIS WAS TO BE HIS 1ST LNDG ON THE NEW RWY. THE PLT'S LOGBOOK SHOWED A TOTAL OF 118 HRS OF NGT TIME, BUT THE LAST RECORDED NGT FLT WAS 12 YRS BFR THE ACDNT. TWO PLTS AWAITING TAKEOFF SAW THE APCH & INDCD THE ACFT APPEARED LOW ON DWNWND & BASE LEG. THE PLT'S PSN CALLOUTS SOUNDED NML. THE PLT WAS ON MEDICATION (MED) FOR DIABETES & HI BLOOD PRES, WHICH WAS PRESCRIBED BY HIS REGULAR PHYSICIAN. NONE OF THE PRESCRIBED MEDICATIONS WAS DETECTED IN THE PLT'S BLOOD. AN FAA RGNL FLT SURGEON STATED THAT IF THE PLT DISCONTINUED HIS MEDICATION, IT COULD HAVE CAUSED HYPERTENSION AND/OR HYPERGLYCEMIA, WITH A CORRESPONDING DEGREDATION IN HIS NGT VISUAL PERCEPTIVE ABILITY.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOTS FAILURE TO MAINTAIN A PROPER DESCENT RATE AND TO ADEQUATELY JUDGE THE ABOVE GROUND ALTITUDE OF THE AIRCRAFT DURING THE APPROACH. FACTORS IN THE ACCIDENT WERE: 1) THE DARK NIGHT CONDITIONS, 2) THE PILOT'S DEGRADED VISUAL PERCEPTIVE ABILITY, AND 3) THE FAILURE OF THE FAA TO DISSEMINATE THE AIRPORT ELEVATION CHANGE INFORMATION IN A TIMELY MANNER.

Findings

Occurrence #1: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: APPROACH - VFR PATTERN - BASE LEG/BASE TO FINAL

Findings

1. (F) LIGHT CONDITION - DARK NIGHT
2. AIRPORT FACILITIES,VISUAL APCH SLOPE IND(VASI) - NOT OPERATING
3. (C) PROPER DESCENT RATE - NOT MAINTAINED - PILOT IN COMMAND
4. (C) ALTITUDE - MISJUDGED - PILOT IN COMMAND
5. PHYSICAL IMPAIRMENT(VISUAL DEFICIENCY) - PILOT IN COMMAND
6. (F) NOTAMS - INFORMATION INSUFFICIENT - FAA(AIRWAYS FACILITY PERSONNEL)
7. (F) INADEQUATE SUBSTANTIATION PROCESS - FAA(ORGANIZATION)

Factual Information

Pilot Information

Certificate:	Private	Age:	68, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	Yes
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	01/25/1990
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	1792 hours (Total, all aircraft), 536 hours (Total, this make and model), 1701 hours (Pilot In Command, all aircraft), 9 hours (Last 90 days, all aircraft), 2 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N1734M
Model/Series:	337F 337F	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	33701334
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	01/11/1991, Annual	Certified Max Gross Wt.:	4630 lbs
Time Since Last Inspection:	35 Hours	Engines:	2 Reciprocating
Airframe Total Time:	3264 Hours	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	IO-360-C
Registered Owner:	JEROME MARCUS TRUSTEE	Rated Power:	210 hp
Operator:	JEROME MARCUS	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	P06, 550 ft msl	Distance from Accident Site:	1 Nautical Miles
Observation Time:	1945 MST	Direction from Accident Site:	330°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	15 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	360°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	20° C / -18° C
Precipitation and Obscuration:			
Departure Point:	PALM SPRINGS, CA (PSP)	Type of Flight Plan Filed:	VFR
Destination:	BULLHEAD CITY, AZ (P06)	Type of Clearance:	
Departure Time:	1754 PST	Type of Airspace:	Class G

Airport Information

Airport:	LAUGHLIN BULLHEAD (P06)	Runway Surface Type:	Asphalt
Airport Elevation:	692 ft	Runway Surface Condition:	Dry
Runway Used:	34	IFR Approach:	None
Runway Length/Width:	7500 ft / 100 ft	VFR Approach/Landing:	Traffic Pattern

Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	2 Fatal	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	3 Fatal	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	George E Petterson	Report Date:	05/05/1993
Additional Participating Persons:	JOHN HUY; WICHITA,, KS SIMON WHEATON-SMITH; SCOTTSDALE, AZ		
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 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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