



# National Transportation Safety Board Aviation Accident Data Summary

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<b>Location:</b>	AUSTIN, NV	<b>Accident Number:</b>	SEA85FA001
<b>Date &amp; Time:</b>	10/02/1984, 0815 PDT	<b>Registration:</b>	N1842R
<b>Aircraft:</b>	CESSNA R182	<b>Injuries:</b>	3 Fatal
<b>Flight Conducted Under:</b>	Part 135: Air Taxi & Commuter - Non-scheduled		

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## Analysis

DETERIORATING WX WAS ENCOUNTERED AS THE PLT FOLLOWED A HIGHWAY TO HIS DEST ON AN EASTERLY HEADING. ON SCENE EVIDENCE INDICATED THAT THE ACFT IMPACTED LEFT WING TIP FIRST ON A NORTHERLY HEADING NEAR THE EAST END OF A BOX CANYON. THE IMPACT FLIGHT PATH ANGLE WAS ESTIMATED TO BE 25 TO 30 DEGREES DOWN. THE BOX CANYON IN WHICH THE ACCIDENT OCCURRED WAS 8 MI SOUTH OF THE HIGHWAY. LANDER COUNTY OFFICIALS IN AUSTIN OBSERVED THE WX TO BE OBSCURED WITH FOG.

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

## Findings

Occurrence #1: IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation: MANEUVERING

### Findings

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
  2. PREFLIGHT BRIEFING SERVICE - NOT USED - PILOT IN COMMAND
  3. (C) FLIGHT INTO KNOWN ADVERSE WEATHER - PERFORMED - PILOT IN COMMAND
  4. WEATHER CONDITION - FOG
  5. (C) WEATHER EVALUATION - MISJUDGED - PILOT IN COMMAND
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Occurrence #2: LOSS OF CONTROL - IN FLIGHT  
Phase of Operation: MANEUVERING - TURN TO REVERSE DIRECTION

### Findings

6. (C) AIRSPEED(VS) - NOT MAINTAINED - PILOT IN COMMAND
  7. STALL - INADVERTENT - PILOT IN COMMAND
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Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: DESCENT - UNCONTROLLED

### Findings

8. TERRAIN CONDITION - MOUNTAINOUS/HILLY

## Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	21
<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>	Airplane Single-engine; Instrument Airplane
<b>Flight Time:</b>	661 hours (Total, all aircraft), 47 hours (Total, this make and model), 573 hours (Pilot In Command, all aircraft), 47 hours (Last 90 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N1842R
<b>Model/Series:</b>	R182 R182	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	DESERT FLYING SERVICE	<b>Engine Manufacturer:</b>	LYCOMING
<b>Operating Certificate(s) Held:</b>	On-demand Air Taxi (135)	<b>Engine Model/Series:</b>	O-540-J3C5D
<b>Flight Conducted Under:</b>	Part 135: Air Taxi & Commuter - Non-scheduled		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Unknown	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	, 0 ft msl	<b>Weather Information Source:</b>	Witness
<b>Lowest Ceiling:</b>	Obscured / 0 ft agl	<b>Wind Speed/Gusts, Direction:</b>	/ ,
<b>Temperature:</b>	7°C	<b>Visibility</b>	0 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	RENO, NV (RNO)	<b>Destination:</b>	EUREKA, NV (05U)

## Wreckage and Impact Information

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

## Administrative Information

<b>Investigator In Charge (IIC):</b>	H D DAILY, JR.	<b>Adopted Date:</b>	
<b>Investigation Docket:</b>	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> .		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the

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accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

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.