



National Transportation Safety Board Aviation Accident Preliminary Report

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| Location: | Mobile, AL | Accident Number: | ERA16FA100 |
| Date & Time: | 02/01/2016, 1945 CST | Registration: | N784CP |
| Aircraft: | CESSNA 182T | Injuries: | 2 Fatal |
| Flight Conducted Under: | Part 91: General Aviation - Personal | | |

On February 1, 2016, about 1945 central standard time, a Cessna 182T, N784CP, was destroyed by a collision with trees, terrain and a post-crash fire following a missed approach to the Mobile Regional Airport (MOB), Mobile, Alabama. The airline transport pilot and pilot-rated passenger were fatally injured. The airplane was registered to and operated by the Civil Air Patrol as a personal flight under the provisions of Title 14 Code of Federal Regulations Part 91. Instrument meteorological conditions existed at the airport at the time of the accident, and the flight was operated on an instrument flight rules flight plan. The flight originated from Louisiana Regional Airport (L38), Gonzales, Louisiana, about 1830.

The flight was returning to its home base at Mobile Downtown Airport (BFM), Mobile, Alabama. While in flight, the pilot contacted air traffic control and requested to divert to MOB. At 1935, approach control cleared the flight to MOB via radar vectors. The automated terminal information service-provided weather information for MOB was verified with the pilot and the airplane was vectored to a base leg 7 miles outside of the final approach fix, and cleared for the instrument landing system (ILS) approach to runway 15. At 1936, approach control issued alternate missed approach instructions, which included a climb to 2,000 feet and to maintain runway heading. Once acknowledged by the pilot, he was advised to contact the control tower.

The pilot checked in with the control tower and was cleared to land on runway 15. At 1944, the pilot declared a missed approach and the control tower responded by restating the climb to 2,000 feet and verified that he was issued the runway heading; the pilot responded "affirmative." Shortly thereafter, the tower controller noticed that the airplane was not climbing and reissued the instruction to climb to 2,000 feet; the pilot responded "roger." This was the last transmission made by the pilot. At 1945, the tower controller informed approach control that the airplane had been lost from radar.

Local authorities were notified and a ground search was initiated near the area of the airplane's last radar-derived position. The wreckage was located in a swampy, wooded area at approximately 0151 the following day.

Examination of the accident site revealed that the airplane initially impacted the top of a 90-

foot-tall pine tree. About 50 feet from the base of the pine tree, the right wing and outboard section of the left wing came to rest. The debris path was orientated on a magnetic heading of about 150 degrees and extended about 360 ft. The main wreckage consisted of the fuselage, the rudder and vertical stabilizer, the left and right horizontal stabilizer and both elevators, and the inboard section of the left wing. A post-impact fire consumed the cockpit, cabin, and baggage area. The instrument panel and avionics were destroyed by fire. The airframe and engine were retained for further examination.

At 1956, surface weather observation for MOB, about 2 miles northeast of the accident site, included wind from 140 degrees at 7 knots, visibility 1/2 statute-mile in fog, and vertical visibility 200 ft.. The temperature was 18 degrees Celsius (C), the dew point was 18 degrees C, and the altimeter setting was 29.93 inches of mercury.

Aircraft and Owner/Operator Information

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| Aircraft Manufacturer: | CESSNA | Registration: | N784CP |
| Model/Series: | 182T T | Aircraft Category: | Airplane |
| Amateur Built: | No | | |
| Operator: | CIVIL AIR PATROL | Air Carrier Operating Certificate: | None |

Meteorological Information and Flight Plan

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| Observation Facility, Elevation: | MOB, 218 ft msl | Observation Time: | 0156 UTC |
| Lowest Cloud Condition: | Unknown | Conditions at Accident Site: | Instrument Conditions |
| Lowest Ceiling: | Indefinite (V V) / 200 ft agl | Temperature/Dew Point: | 18° C / 18° C |
| Wind Speed/Gusts, Direction: | 7 knots, 140° | Visibility | 1.5 Miles |
| Altimeter Setting: | 29.93 inches Hg | Type of Flight Plan Filed: | IFR |
| Departure Point: | Gonzales, LA (1830) | Destination: | Mobile, AL (MOB) |

Wreckage and Impact Information

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| Crew Injuries: | 1 Fatal | Aircraft Damage: | Destroyed |
| Passenger Injuries: | 1 Fatal | Aircraft Fire: | On-Ground |
| Ground Injuries: | N/A | Aircraft Explosion: | None |
| Total Injuries: | 2 Fatal | | |

Administrative Information

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| Investigator In Charge (IIC): | Eric Alleyne |
| Additional Participating Persons: | Edgar Martha; FAA; Vestavia Hills, AL Nina A McBride; FAA; Vestavia Hills, AL Mike Childers; Lycoming; Williamsport, PA Ernest C Hall; Textron Aviation; Wichita, KS John W Desmarais; Civil Air Patrol; Montgomery, AL |
| Note: | The NTSB traveled to the scene of this accident. |