



Aviation Investigation Factual Report

Location:	LUFKIN, Texas	Accident Number:	FTW95LA086
Date & Time:	January 9, 1995, 18:05 Local	Registration:	N7340Q
Aircraft:	CESSNA 182P	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Factual Information

On January 9, 1995, at 1805 central standard time, a Cessna 182P, N7340Q, was substantially damaged during landing near Lufkin, Texas. The private pilot received minor injuries. Visual meteorological conditions prevailed for the planned night cross country flight.

On the enclosed statements, witnesses reported the information in this paragraph. The airplane was observed flying over the airport and performing figure eights at the approach end of runway 15 before flying to runway 25. Subsequently, the airplane was observed maneuvering in "several tight circles" before making an approach to runway 25. One witness stated that during the approach, the airplane "was crossing the runway threshold at about 20 feet...flew level down the center of the runway with plenty of power and good airspeed." About 1/3 of the way down the runway, the airplane "dropped it's left wing, spun, and hit the ground." One witness stated that the "aircraft made an abrupt left dive and hit the ground."

A Texas Department of Public Safety (DPS) Trooper (statement enclosed) reported the pilot saying that he was taking several types of medication including Diazapan, Vicodine, Tylenol 3, and Phianol. Blood samples were collected and forwarded to the DPS Laboratory. Another DPS trooper (statement enclosed) reported that he landed his airplane at about 1800 and observed the airplane approaching from the south with the landing light on.

During telephone interviews, conducted by the Federal Aviation Administration (FAA) inspector, the pilot reported that the flight departed Cleburne, Texas, with an original planned destination of McAllen, Texas; however, en route he felt that the navigation equipment was not functioning properly. Subsequently, the flight landed at Horseshoe Bay Airport, Marble Falls, Texas, where the airplane was refueled and the pilot decided to return to Cleburne, Texas. He further stated that he got lost due to the navigation equipment, experienced a total electrical failure and the flight ended at Lufkin, Texas (150 miles southeast of Cleburne, Texas). He reported that airplane interior lights and the landing light would not work, and that he had put down the flashlight just prior to the landing. When questioned by the inspector, the pilot confirmed that he was taking medications; however, he stated that he had not taken any of the drugs during the flight.

The airplane came to rest on a measured magnetic heading of 165 degrees 65 feet to the south of runway 25. An examination by the FAA inspector and manufacturer representatives did not disclose any airframe, engine, or equipment anomalies. The attitude indicator read 30 degrees down pitch and 30 degrees left bank. The electromechanically operated flaps were found in the fully extended position. Cockpit light switches were in the "ON" position. One navigation instrument was set on the Corpus Christi VORTAC (115.5 MHz) and one on the San Antonio Vortac (116.8 MHz). Both of these locations are beyond 150 miles south of the planned route.

The Texas Department of Public Safety Laboratory toxicology (report enclosed) was positive for Diazepam (0.20 milligrams per liter), Nordiazepam (0.55 milligrams per liter), and Butalbital (6.9 milligrams per liter). According to Dr. Dennis V. Canfield, of the Federal Aviation Administration Civil Aeromedical Institute, these "levels are significant to cause impairment."

Numerous attempts were made by the investigator-in-charge to obtain the Pilot/Operator Report (NTSB Form 6120.1/2). The report has not been received.

The airplane was release to the owner's representative.

Pilot Information

Certificate:	Private	Age:	41, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	November 23, 1993
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	120 hours (Total, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N7340Q
Model/Series:	182P 182P	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	18260980
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	2950 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	CONTINENTAL
ELT:		Engine Model/Series:	O-470-R
Registered Owner:	SIKMA, RONALD S.	Rated Power:	230 Horsepower
Operator:	SCHULTZ, DAVID A.	Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Night/bright
Observation Facility, Elevation:	LFK ,290 ft msl	Distance from Accident Site:	
Observation Time:	18:25 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	7 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	150°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	16°C / 14°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	MARBLE FALLS (4R2)	Type of Flight Plan Filed:	Unknown
Destination:	CLEBURNE (F18)	Type of Clearance:	None
Departure Time:	00:00 Local	Type of Airspace:	Class D

Airport Information

Airport:	LUFKIN LFK	Runway Surface Type:	Asphalt
Airport Elevation:	290 ft msl	Runway Surface Condition:	Dry
Runway Used:	25	IFR Approach:	None
Runway Length/Width:	5400 ft / 100 ft	VFR Approach/Landing:	Full stop

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor	Latitude, Longitude:	31.330636,-94.719078(est)

Administrative Information

Investigator In Charge (IIC):	Smith, Joyce
Additional Participating Persons:	JAMES R WATSON; HOUSTON , TX
Report Date:	July 5, 1995
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=19334

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The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).