



Aviation Investigation Final Report

Location:	MERCED, California	Accident Number:	LAX83LA058
Date & Time:	December 12, 1982, 08:38 Local	Registration:	N4687F
Aircraft:	CESSNA 206	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Serious
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE TRANSCRIPT REVEALED THAT THE PLT WAS CLEARED FOR AN ILS RWY 30 APCH APPROXIMATELY 2 MI FROM THE OUTER MARKER. THE WX GIVEN TO THE PLT AT THAT TIME WAS INDEFINITE CEILING ZERO, SKY OBSCURED & VISIBILITY ZERO WITH FOG. THE PLT STATED AN INSTRUMENT APCH WAS PLANNED BUT A CLEAR AREA WAS OBSERVED SOUTH OF THE ARPT. THE CLEAR AREA WAS ENTERED & AN ATTEMPT MADE TO FLY TO THE ARPT BENEATH THE FOG. THE ACFT STRUCK A UTILITY POLE WEST OF THE RWY 30 LOCALIZER COURSE, CIRCLED LEFT & CRASHED. THE ACFT'S GLIDE SLOPE RECEIVER SENSITIVITY WAS FOUND TO BE BELOW THE MANUFACTURER'S SPECIFICATIONS, WHICH WOULD HAVE RESULTED IN A GLIDE SLOPE "OFF" INDICATION IN THE COCKPIT.

Probable Cause and Findings

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: APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Findings

1. (F) WEATHER CONDITION - FOG
2. (F) WEATHER CONDITION - LOW CEILING

3. (F) WEATHER CONDITION - BELOW APPROACH/LANDING MINIMUMS
4. (F) VFR FLIGHT INTO IMC - ATTEMPTED - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Private	Age:	63, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Unknown
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Invalid Medical for flight	Last FAA Medical Exam:	November 10, 1980
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	661 hours (Total, all aircraft), 661 hours (Total, this make and model), 521 hours (Pilot In Command, all aircraft), 8 hours (Last 90 days, all aircraft), 4 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N4687F
Model/Series:	206 206	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:		Serial Number:	P206-0287
Landing Gear Type:	Tricycle	Seats:	6
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	3600 lbs
Time Since Last Inspection:	31 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	3854 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed	Engine Model/Series:	IO-520-A
Registered Owner:	E.W. SWOREZ FARMS, INC.	Rated Power:	285 Horsepower
Operator:	HEISEY, WALTER FLOYD	Operating Certificate(s) Held:	
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument (IMC)	Condition of Light:	Day
Observation Facility, Elevation:	MCE	Distance from Accident Site:	
Observation Time:	08:53 Local	Direction from Accident Site:	
Lowest Cloud Condition:		Visibility	
Lowest Ceiling:	Unknown	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	38°C
Precipitation and Obscuration:	N/A - None - Fog		
Departure Point:	BAKERSFIELD , CA (C)	Type of Flight Plan Filed:	None
Destination:	MERCED , CA (C)	Type of Clearance:	
Departure Time:	00:00 Local	Type of Airspace:	

Airport Information

Airport:	MERCED MUNICIPAL MCE	Runway Surface Type:	Asphalt
Airport Elevation:	0 ft msl	Runway Surface Condition:	Wet
Runway Used:	30	IFR Approach:	Localizer only
Runway Length/Width:	5903 ft / 150 ft	VFR Approach/Landing:	

Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Serious	Latitude, Longitude:	37.349098,-120.420333(est)

Administrative Information

Investigator In Charge (IIC):

Additional Participating Persons:

Original Publish Date: December 12, 1983

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=71661>

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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](#).