



National Transportation Safety Board Aviation Accident Final Report

Location:	Eureka, California	Accident Number:	WPR20CA089
Date & Time:	February 6, 2020, 06:56 Local	Registration:	N24MG
Aircraft:	Cessna 208	Aircraft Damage:	Destroyed
Defining Event:	VFR encounter with IMC	Injuries:	1 Minor
Flight Conducted Under:	Part 135: Air taxi & commuter - Non-scheduled		

Analysis

While the pilot was on a visual approach to the airport and descending over water on the left base leg, about 100 ft above the water's surface, the airplane entered instrument meteorological conditions with no forward visibility. The pilot looked outside his left window to gauge the airplane's altitude and saw "black waves of water approaching extremely rapidly." He tried to pull back on the yoke to initiate a climb, but the nosewheel contacted the water. Subsequently, the airplane nosed over and came to rest inverted in the water. The pilot reported that there were no preaccident mechanical malfunctions or failures with the airplane that would have precluded normal operation.

Probable Cause and Findings

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

The pilot's delayed response to initiate a go-around during a night visual approach over water after the airplane entered instrument meteorological conditions, which resulted in a loss of forward visibility and subsequent impact with the water.

Findings

Personnel issues	Delayed action - Pilot
Environmental issues	Low visibility - Effect on personnel

Factual Information

History of Flight

Approach-VFR pattern base	VFR encounter with IMC (Defining event)
Approach-VFR pattern final	Collision with terr/obj (non-CFIT)

Pilot Information

Certificate:	Airline transport; Flight instructor	Age:	57, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	5-point
Instrument Rating(s):	Airplane	Second Pilot Present:	
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine	Toxicology Performed:	No
Medical Certification:	Class 2 With waivers/limitations	Last FAA Medical Exam:	June 24, 2019
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	September 6, 2019
Flight Time:	(Estimated) 10156 hours (Total, all aircraft), 1282 hours (Total, this make and model), 9644 hours (Pilot In Command, all aircraft), 153 hours (Last 90 days, all aircraft), 51 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N24MG
Model/Series:	208 B	Aircraft Category:	Airplane
Year of Manufacture:	2000	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	208B0850
Landing Gear Type:	Tricycle	Seats:	
Date/Type of Last Inspection:	January 2, 2020 Annual	Certified Max Gross Wt.:	8752 lbs
Time Since Last Inspection:		Engines:	1 Turbo prop
Airframe Total Time:	19184 Hrs as of last inspection	Engine Manufacturer:	Pratt & Whitney Canada
ELT:	C126 installed, activated	Engine Model/Series:	PT6A-42A
Registered Owner:		Rated Power:	850 Horsepower
Operator:		Operating Certificate(s) Held:	On-demand air taxi (135)

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Night
Observation Facility, Elevation:	ACV	Distance from Accident Site:	10 Nautical Miles
Observation Time:	06:45 Local	Direction from Accident Site:	190°
Lowest Cloud Condition:	Clear	Visibility	9 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	None / None
Wind Direction:		Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	30.29 inches Hg	Temperature/Dew Point:	
Precipitation and Obscuration:			
Departure Point:	Sacramento, CA (MHR)	Type of Flight Plan Filed:	IFR
Destination:	Arcata/Eureka, CA (ACV)	Type of Clearance:	IFR;VFR flight following
Departure Time:	05:30 Local	Type of Airspace:	Class G

Airport Information

Airport:	MURRAY FIELD EKA	Runway Surface Type:	Asphalt
Airport Elevation:	10 ft msl	Runway Surface Condition:	Dry
Runway Used:	12	IFR Approach:	None
Runway Length/Width:	3011 ft / 75 ft	VFR Approach/Landing:	Full stop;Straight-in

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Destroyed
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor	Latitude, Longitude:	40.823333,-124.14167(est)

Administrative Information

Investigator In Charge (IIC): Smith, Maja

Additional Participating Persons:

Original Publish Date: July 27, 2020

Note: This accident report documents the factual circumstances of this accident as described to the NTSB.

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=100925>

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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. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).