



From The NTSB

CESSNA 182/GPS APPROACH

The pilot of a Cessna Skylane was en route to an airport that did not have a control tower or weather reporting facilities. Once cleared for a GPS approach, no subsequent communication was received from the pilot. Radar data show the airplane intercepted the final approach segment and descended without leveling off at the minimum descent altitude. The airplane impacted trees and terrain about 2.74 miles from the runway. Weather at nearby airports indicated that low ceilings and visibilities were prevalent in the area.

Probable Cause

[T]he pilot's continuance of the GPS approach below the minimum descent altitude while landing in instrument meteorological conditions.

MOONEY EXECUTIVE 21/VISUAL APPROACH

The Mooney M20F approached the destination airport in night VMC on an IFR flight plan. About 10 miles from the airport, the pilot canceled IFR at 3900 feet msl and began a descent consistent with a 45-degree entry to a left downwind leg airport traffic pattern, at 1700 feet msl. About two minutes later, the airplane had descended to 2400 feet and was approximately $\frac{1}{4}$ mile from the 2000-foot summit of a mountain. About 10 seconds later, the airplane had descended to 2100 feet, about 1000 feet horizontally from the summit. The airplane impacted trees near the summit approximately five miles from the destination airport.

Probable Cause

[T]he pilot's failure to monitor and maintain clearance from mountainous terrain during a visual descent to the destination airport at night, which resulted in controlled flight into terrain.