

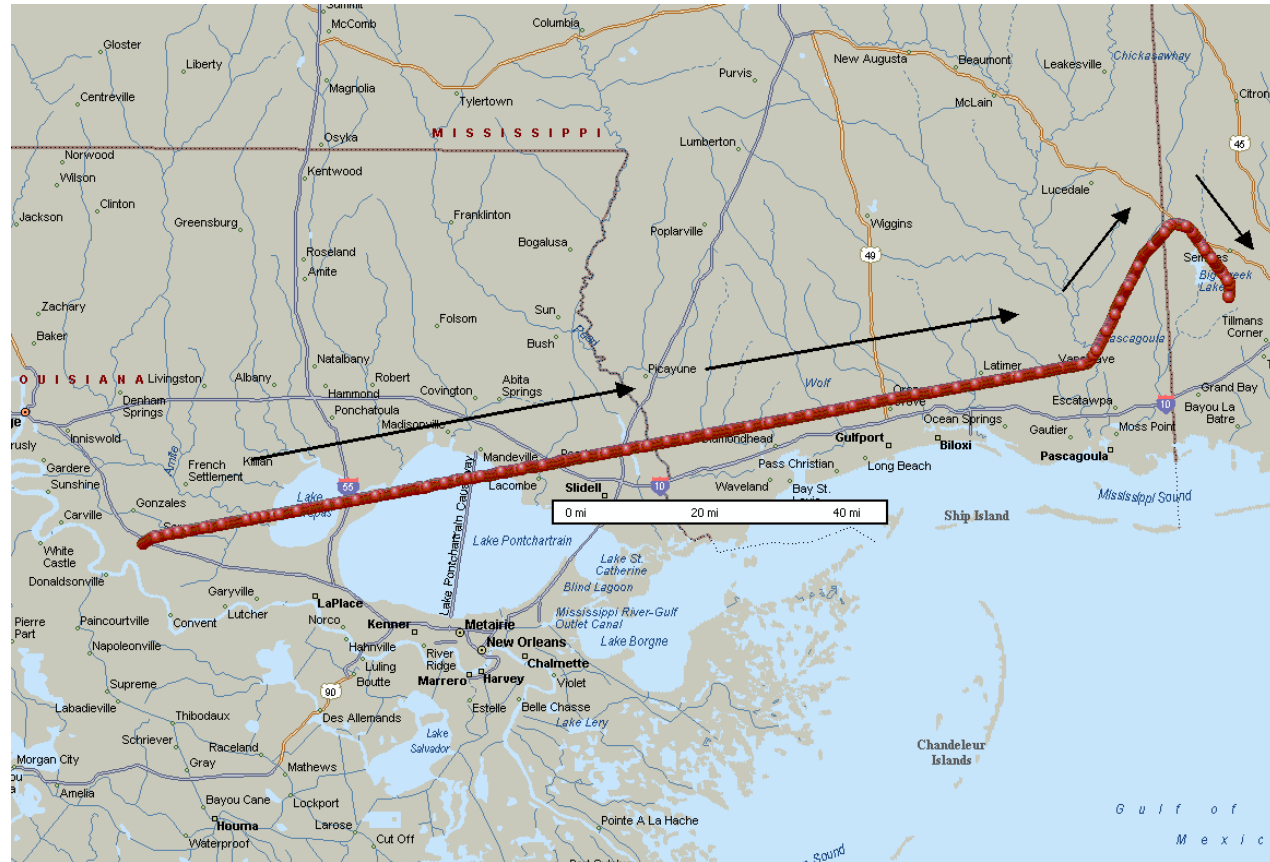
NTSB Investigation ERA16FA100
CAP 184 – Cessna 182T
Mobile, Alabama
February 1, 2016

The radar flight track of CAP 184, a Cessna 182T, is indicated by red dots.

Direction of flight is indicated by black arrows.

CAP 184 departed Louisiana Regional Airport (L38) at approximately 1833 central standard time (CST) February 1, 2016

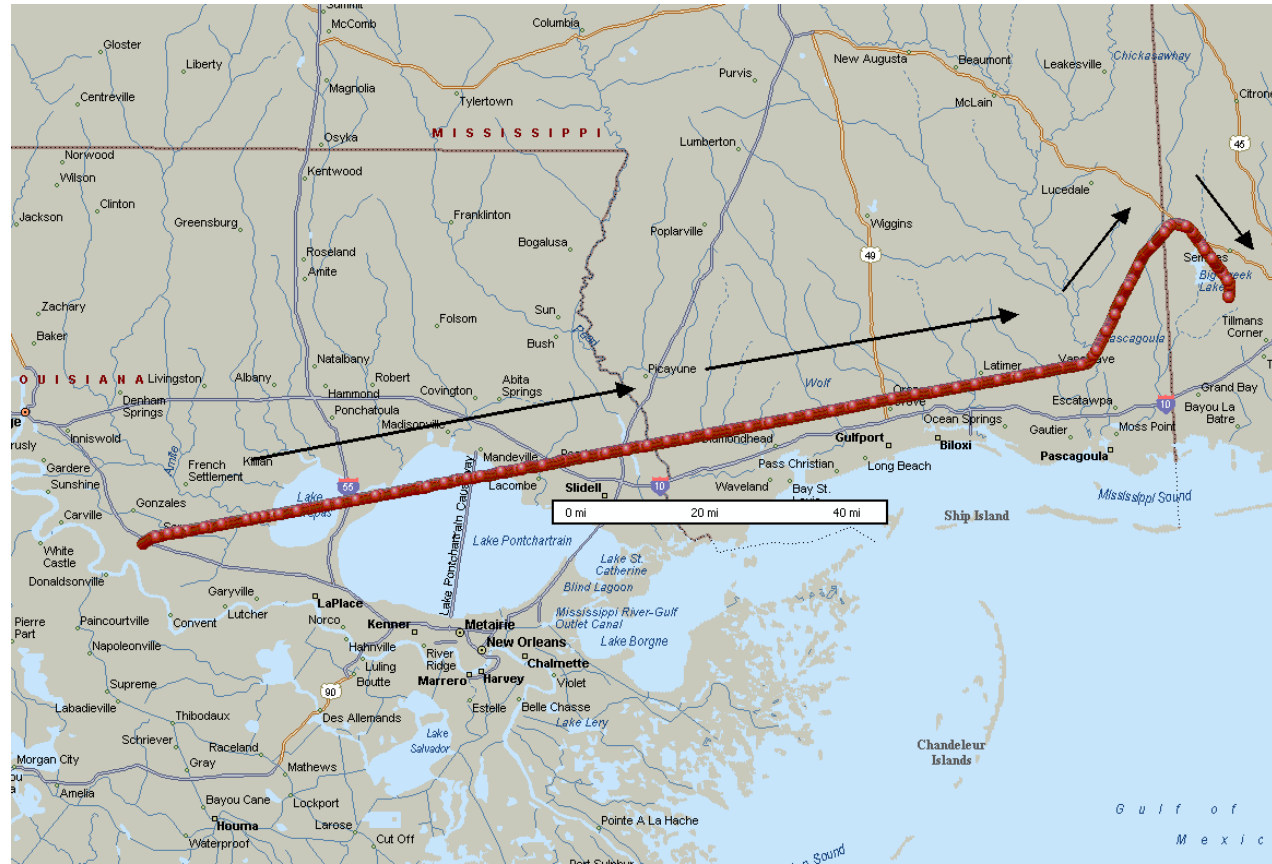
Radar data was derived from the New Orleans (Moisant), LA airport surveillance radar (ASR) located at 29:59:50.75N/090:15:12.46W, the Gulfport, MS ASR located at 30:23:42.91N/089:04:30.51W, and the Mobile, AL ASR located at 30:41:00.83N/088:15:39.39W.



CAP 184
February 1, 2016
Mobile, AL

CAP 184 departed Louisiana Regional Airport (L38) at approximately 1833 central standard time (CST) February 1, 2016/0033 UTC February 2, 2016.

CAP 184 had filed a flight plan from L38 to Mobile Downtown Airport (MOB). The pilot changed his destination with Mobile approach control to the Mobile Regional Airport (MOB) at 1924 CST/0124 UTC.



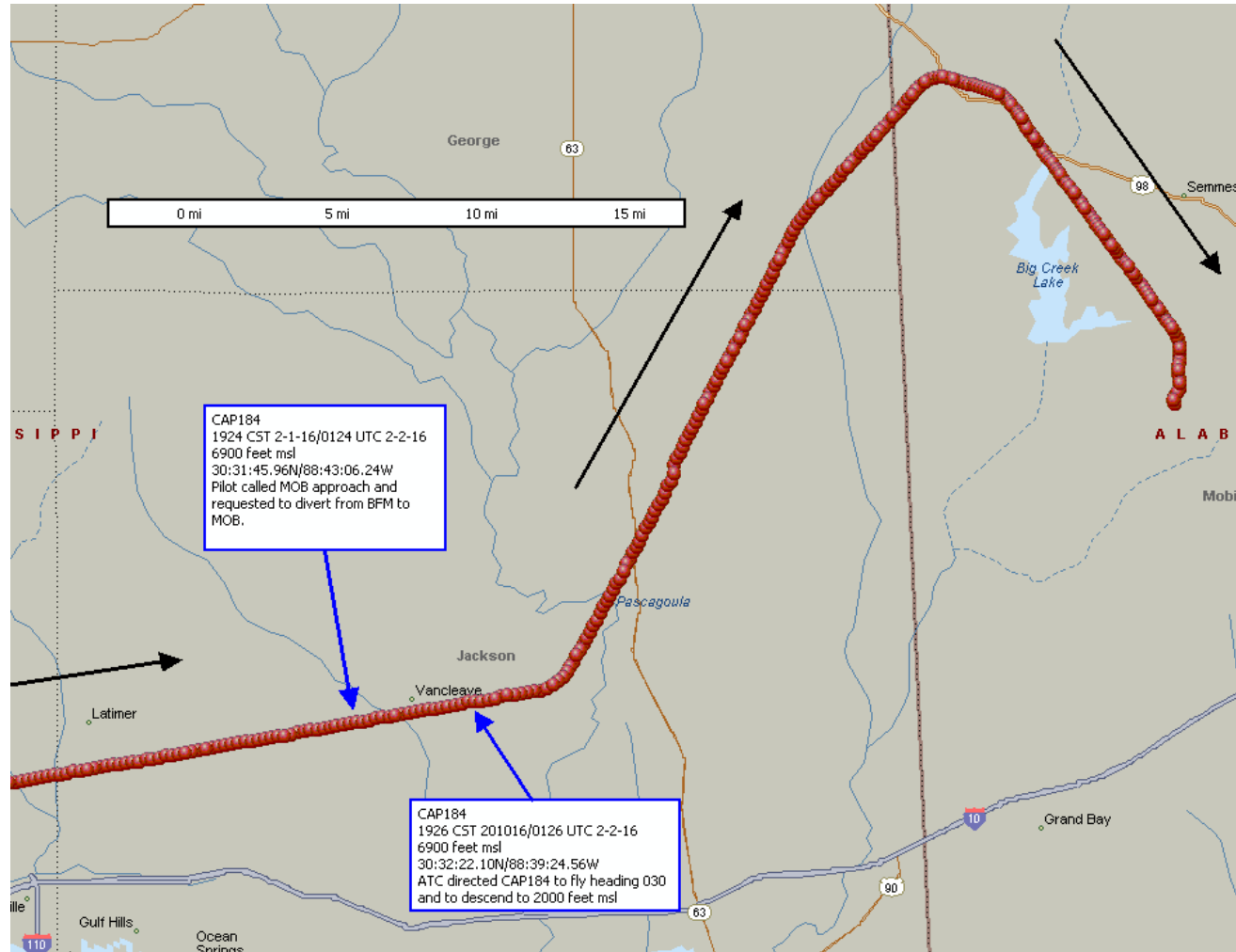
CAP 184
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The radar flight track of CAP 184, a Cessna 182T, is indicated by red dots.

At 1924 CST, CAP 184 requested to divert from BFM to MOB.

At 1926 CST, CAP 184 was directed to fly heading 030 degrees and to descend and maintain 2000 feet msl.

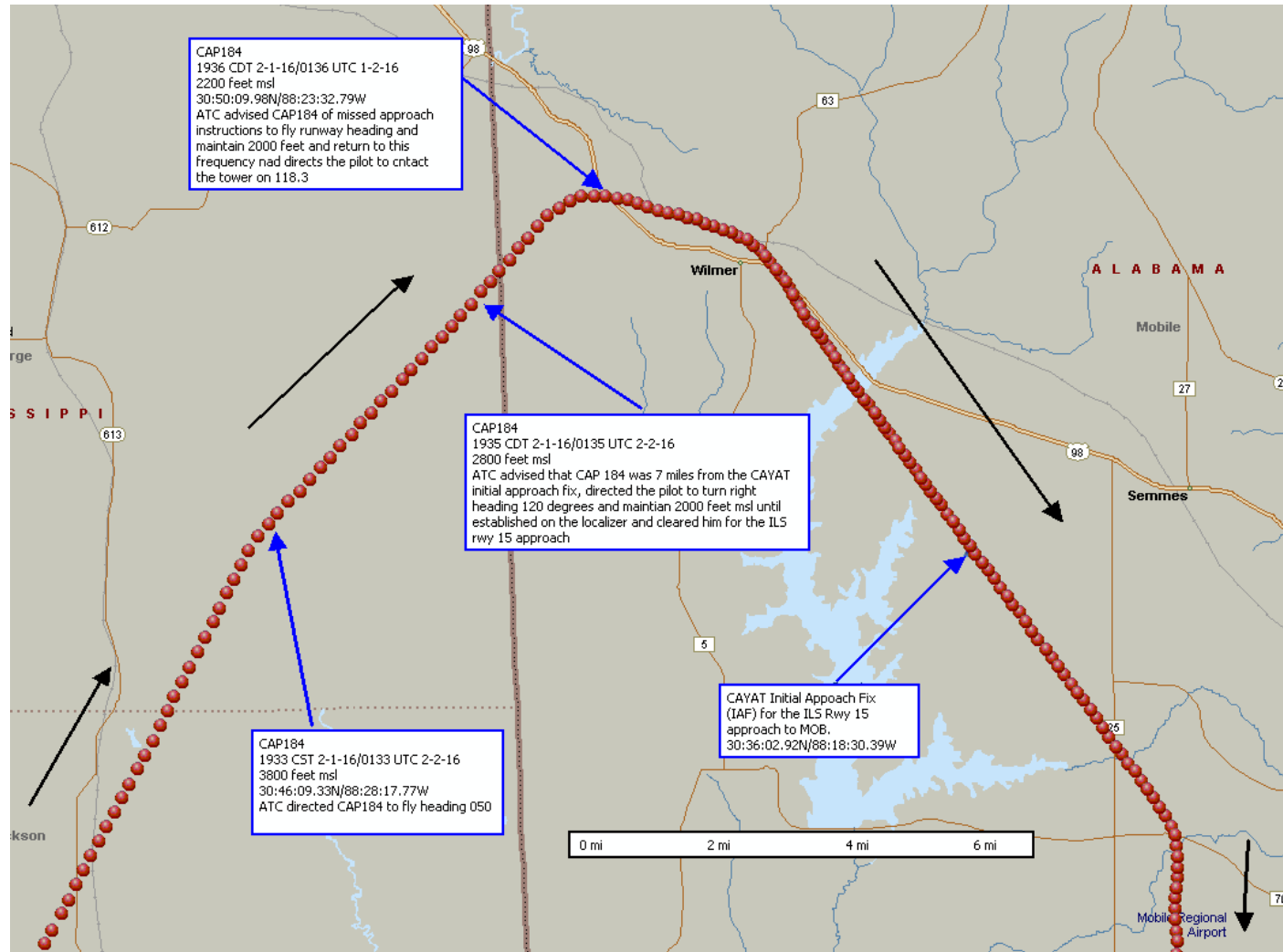


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At 1935 CST, CAP 184 was cleared for the ILS runway 15 approach to MOB.

At 1936 CST, CAP 184 was provided missed approach instructions and directed to contact MOB tower.



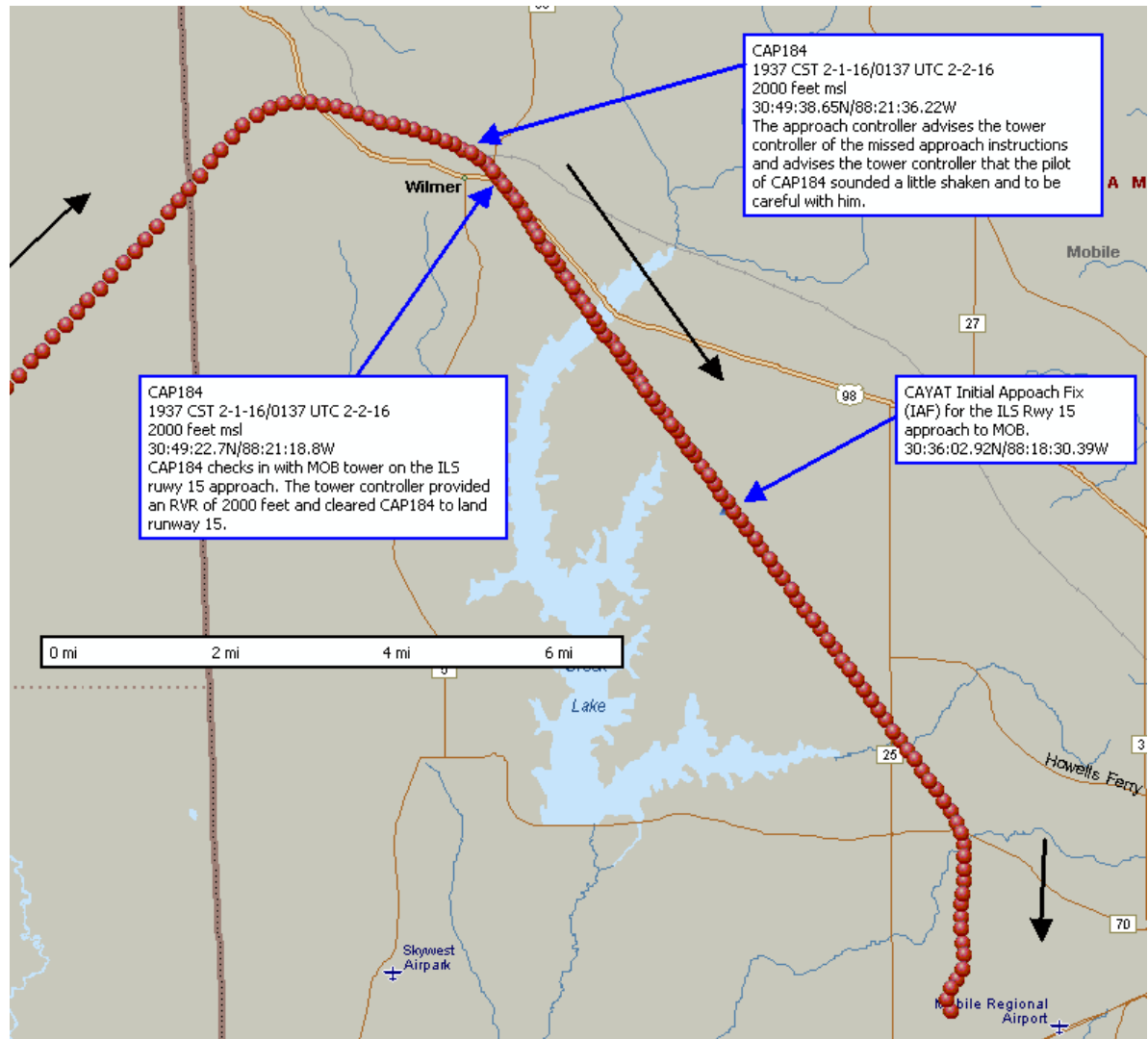
CAP 184
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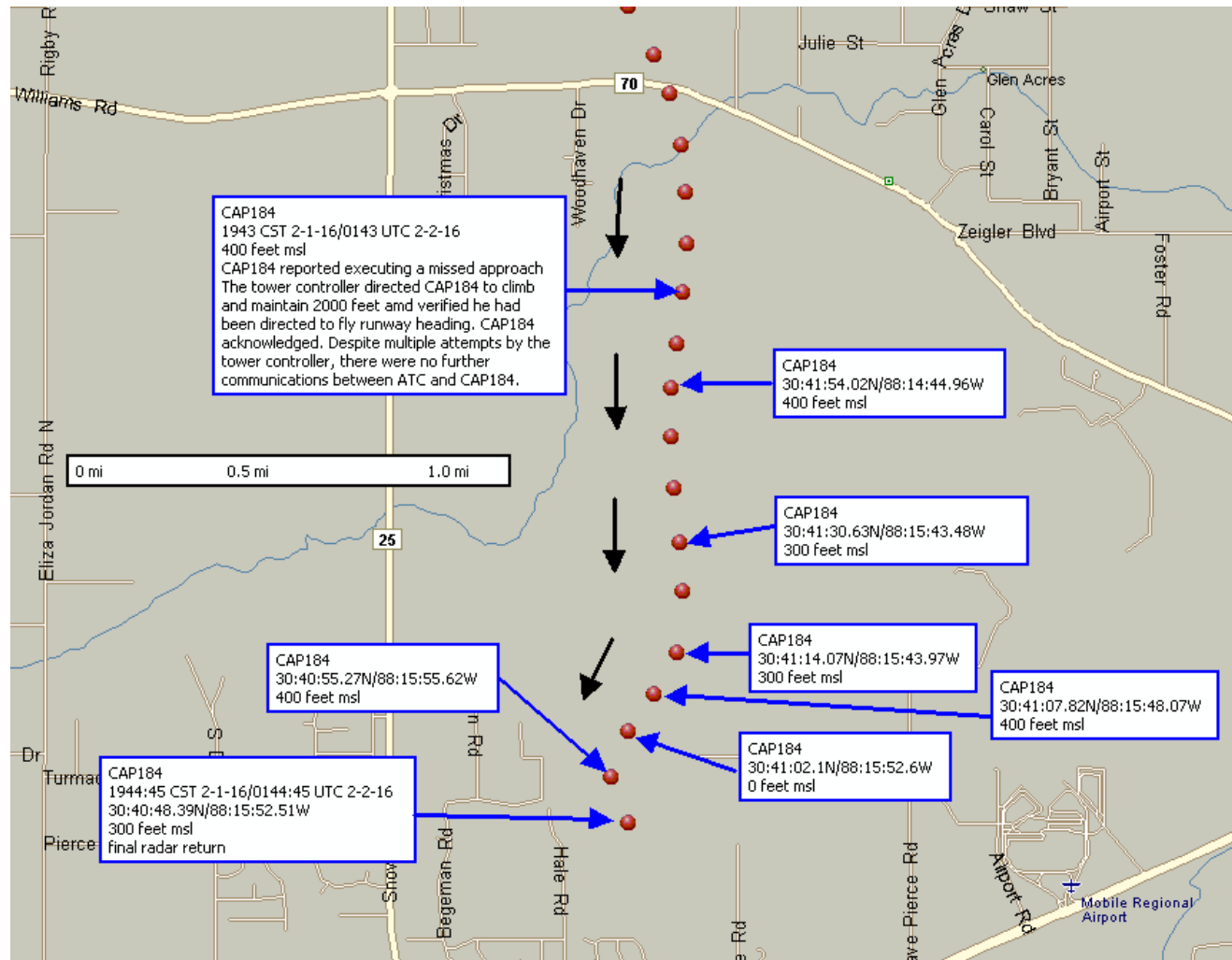
At 1937 CST, the approach controller advised the tower controller that he pilot sounded a bit shaken and to be careful with him.

At 1937 CST, the tower controller cleared CAP 184 to land runway 15 after issuing a RVR of 2000 feet.



CAP 184
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At 1943 CST, CAP 184 reported executing missed approach. The tower controller verified his missed approach instructions were to fly runway heading and directed CAP 184 to climb and maintain 2000 feet. CAP 184 acknowledged. Despite numerous attempts by the tower controller to contact CAP 184, there were no further communication between CAP 184 and ATC.



CAP 184
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