

For FAA

REPORT OF INCIDENT / ACCIDENT N9346G SKYKINE CESSNA 182 P

On September 27th Approximately 12.30 I review the weather report on Aviation .com I look over Los Angeles and San Diego Chart writing all possible radio frequencies that I was going to use. Making my flight plan with alternate airport to Gillespie VFR, on my Charts.

I was using my 676 GPS as additional help on navigation.

When I was at the airport I had the weather report again on the screen of the office. I was ready to taxi, I made different call including local Fight Service and other frequencies but they did not answered. I assumed because of the terrain.

I left Compton Woolley non controlled airport with 24 hours service without no problem. I call SO call and LA departure frequency ascending requesting FLIGHT FOLLOWING announcing that my flight will be 5,500 and destination will be KSDM San Diego Brown Field Airport. Few minute after I arrived to class Bravo dispatcher gave me the choice to terminate service and change frequency for to corridor at 3,500 with San Diego corridor. Or continue Class Bravo with the same frequency. I requested to keep me in that frequency until I got to my destination. After few minutes clearly after I passed Hwy 5 and also Hwy 805 I saw the prison lights and cleared identified Tijuana airport and San Diego Brown Field, I reported that I have the airport inside and changed frequency to San Diego Brown 128.25 using my second radio I turned airport lights entering to downwind to 1500 for landing .

Announcing the location where I was I clearly saw the lighting at the airport and everything was clear I announced that I was on final for 26 and I was ready for landing, but suddenly lights turn off, so I aborted my landing almost in the middle of the 26 runway.

I had to go around because I did not see the lights any more. I was flying the aircraft getting confused why the lights turn off after few minutes. I turned the lights on using my other radio and also changed frequencies aprox. 3 or 4 times clicking the radio five times when I was on downwind again 1,400 and clearly saw the airport on my right, the complete runway aging. This time I prepared to land but I tried to use a short base to final because I saw something unfamiliar covering southwest of the prison, so I turned to base looking on my instruments with speed of aprox. 100 s. so I lift the nose up trying to reduce speed but suddenly I saw that I got into the heavy fog and I also felt sensation of turbulence , but it was too late, we got into the floor.

We all thee exclaimed THANKS GOD .I asked if were ok, they replied to me excellent.... So I told them to open the door but they could not find it . So I tried my door but was stacked, so I braked the passenger window and we got out running fast from the aircraft. We waited few minutes , and we returned for two flash lights that we had.

Walking on the way to the airport we found the airport and visibility was 100% clear, but stared a breezing feeling.

Few minutes after when Police arrived weather changed drastically with a lot of fog all over.. Later on Foggy clouds were all over the airport.

We called 911 to report the accident with the security guard but they did not answer. Few minutes after we reported to Airport authorities and call Aviation authorities and waited for approximately five hours in the airport office.

Respectfully Submitted.

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