



Aviation Investigation Final Report

Location:	REDDING, California	Accident Number:	LAX83LA227
Date & Time:	May 12, 1983, 14:48 Local	Registration:	N2492D
Aircraft:	CESSNA 170B	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PLT HAD TRAVELED FROM ALASKA TO PURCHASE THE ACFT. AFTER PURCHASE, AND SOME MINOR REPAIRS BY A LOCAL MECHANIC, THE PLT RECEIVED A ONE HR CHECKOUT PRIOR TO DEPARTING ON THE FIRST LEQ OF THE RETURN TRIP. WHEN THE ACFT ARRIVED AT REDDING IT WAS OBSERVED TO LAND HARD, BOUNCE AND VEER OFF THE RWY.

Probable Cause and Findings

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

Findings

Occurrence #1: HARD LANDING
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

1. (F) LEVEL OFF - IMPROPER - PILOT IN COMMAND
2. (F) LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND

Occurrence #2: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: LANDING - ROLL

Findings

3. (C) LANDING GEAR, TAILWHEEL ASSEMBLY - INCORRECT

- 4. (C) MAINTENANCE, INSTALLATION - IMPROPER - OTHER MAINTENANCE PERSONNEL
- 5. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

Occurrence #3: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: LANDING - ROLL

Findings

- 6. OBJECT - APPROACH LIGHT/NAVAID

Occurrence #4: NOSE OVER
Phase of Operation: LANDING - ROLL

Factual Information

Pilot Information

Certificate:	Private	Age:	39,Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	February 1, 1982
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	91 hours (Total, all aircraft), 3 hours (Total, this make and model), 91 hours (Pilot In Command, all aircraft), 6 hours (Last 90 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N2492D
Model/Series:	170B 170B	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	20644
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	July 24, 1982 Annual	Certified Max Gross Wt.:	2200 lbs
Time Since Last Inspection:	3 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	2750 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	C-145
Registered Owner:	DAVID H. GLENN	Rated Power:	145 Horsepower
Operator:		Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	RDD ,502 ft msl	Distance from Accident Site:	
Observation Time:	14:45 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Scattered / 10000 ft AGL	Visibility	60 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	7 knots / None	Turbulence Type Forecast/Actual:	/
Wind Direction:	160°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	24°C / 3°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	SACRAMENTO (SAC)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	
Departure Time:	13:15 Local	Type of Airspace:	Class D;Class E

Airport Information

Airport:	REDDING RDD	Runway Surface Type:	Asphalt
Airport Elevation:	502 ft msl	Runway Surface Condition:	Dry
Runway Used:	16	IFR Approach:	None
Runway Length/Width:	7003 ft / 150 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	40.519817,-122.320129(est)

Administrative Information

Investigator In Charge (IIC): Pollack, Wayne

Additional Participating Persons:

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=23708>

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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](#).