



Aviation Investigation Final Report

Location:	HAYWARD, California	Accident Number:	LAX84LA165
Date & Time:	February 4, 1984, 23:10 Local	Registration:	N52034
Aircraft:	CESSNA 180J	Aircraft Damage:	Substantial
Defining Event:		Injuries:	4 Serious
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

DURING ARRIVAL, THE PLT HAD DESCENDED TO STAY BELOW THE TCA & WAS APPROACHING HIS DESTINATION WHEN THE ENG LOST POWER. HE TURNED BACK TOWARD THE HAYWARD ARPT, BUT WAS UNABLE TO REACH IT OR RESTART THE ENG. DURING A FORCED LANDING AT NIGHT, THE ACFT WAS DAMAGED. THE ACFT WAS EQUIPPED WITH LONG RANGE FUEL TANKS. ABOUT 5 GAL OF FUEL WAS REMAINING IN THE LEFT TANK & BETWEEN 2 & 3 GAL WAS IN THE RIGHT TANK. UNUSABLE WAS 2.5 GAL FOR EACH TANK. NO PREIMPACT PART FAILURE OR MALFUNCTION WAS FOUND.

Probable Cause and Findings

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

Findings

Occurrence #1: LOSS OF ENGINE POWER

Phase of Operation: APPROACH

Findings

1. (C) REASON FOR OCCURRENCE UNDETERMINED

Occurrence #2: FORCED LANDING

Phase of Operation: LANDING

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

2. (F) LIGHT CONDITION - DARK NIGHT

Factual Information

Pilot Information

Certificate:	Commercial	Age:	54, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	June 2, 1982
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	1390 hours (Total, all aircraft), 79 hours (Total, this make and model), 1052 hours (Pilot In Command, all aircraft), 20 hours (Last 90 days, all aircraft), 8 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N52034
Model/Series:	180J 180J	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	18052453
Landing Gear Type:	Tailwheel	Seats:	6
Date/Type of Last Inspection:	August 15, 1984 Annual	Certified Max Gross Wt.:	2800 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	1092 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	O-470-R
Registered Owner:	DUDLEYP. MCCURDY	Rated Power:	230 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:	Night/dark
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:	23:00 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	54°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	11°C / 9°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	SANTA ROSA , CA (STS)	Type of Flight Plan Filed:	None
Destination:	PALO ALTO , CA (PAO)	Type of Clearance:	None
Departure Time:	22:30 Local	Type of Airspace:	

Airport Information

Airport:		Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Forced landing

Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Substantial
Passenger Injuries:	3 Serious	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	4 Serious	Latitude, Longitude:	37.670837,-122.079429(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.ntsb.gov/Docket?ProjectID=24160>

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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](#).