



Aviation Investigation Final Report

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|--------------------------------|---|-------------------------|-------------|
| Location: | SAN MIGUEL IS, California | Accident Number: | LAX84LA281 |
| Date & Time: | May 5, 1984, 10:30 Local | Registration: | N66597 |
| Aircraft: | CESSNA 180K | Aircraft Damage: | Substantial |
| Defining Event: | | Injuries: | 3 None |
| Flight Conducted Under: | Part 135: Air taxi & commuter - Non-scheduled | | |

Analysis

THE PLT WAS TAKING OFF IN A 35 KT WIND WITH THE FLAPS EXTENDED. THE ACFT BECAME AIRBORNE IN A 3 POINT ATTITUDE, & WHEN 2 TO 3 FT IN THE AIR, IT BEGAN A LEFT TURN. SUBSEQUENTLY, THE WING DRAGGED THE GROUND & THE ACFT NOSED OVER. THE PLT SAID HE SHOULD HAVE RAISED THE ACFT'S TAIL EARLIER & NOT USED FLAPS. THE WIND WAS GUSTING TO 40 KTS.

Probable Cause and Findings

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

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. (F) WEATHER CONDITION - HIGH WIND
 2. (F) WEATHER CONDITION - GUSTS
 3. (F) LOWERING OF FLAPS - IMPROPER - PILOT IN COMMAND
 4. (C) LIFT-OFF - PREMATURE - PILOT IN COMMAND
 5. (C) STALL - INADVERTENT - PILOT IN COMMAND
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Occurrence #2: DRAGGED WING, ROTOR, POD, FLOAT OR TAIL/SKID
Phase of Operation: TAKEOFF

Occurrence #3: NOSE OVER
Phase of Operation: OTHER

Factual Information

Pilot Information

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|----------------------------------|--|--|-------------------|
| Certificate: | Commercial | Age: | 42, Male |
| Airplane Rating(s): | Single-engine land; Single-engine sea; Multi-engine land | Seat Occupied: | Left |
| Other Aircraft Rating(s): | | Restraint Used: | |
| Instrument Rating(s): | Airplane | Second Pilot Present: | No |
| Instructor Rating(s): | None | Toxicology Performed: | No |
| Medical Certification: | Class 1 Valid Medical--no waivers/lim. | Last FAA Medical Exam: | December 21, 1983 |
| Occupational Pilot: | Yes | Last Flight Review or Equivalent: | |
| Flight Time: | 3020 hours (Total, all aircraft), 600 hours (Total, this make and model), 2420 hours (Pilot In Command, all aircraft), 155 hours (Last 90 days, all aircraft), 1 hours (Last 24 hours, all aircraft) | | |

Aircraft and Owner/Operator Information

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|--------------------------------------|--------------------------|---------------------------------------|--------------------------|
| Aircraft Make: | CESSNA | Registration: | N66597 |
| Model/Series: | 180K 180K | Aircraft Category: | Airplane |
| Year of Manufacture: | | Amateur Built: | |
| Airworthiness Certificate: | Normal | Serial Number: | 18052949 |
| Landing Gear Type: | Tailwheel | Seats: | 6 |
| Date/Type of Last Inspection: | April 25, 1984 Annual | Certified Max Gross Wt.: | 2650 lbs |
| Time Since Last Inspection: | 4 Hrs | Engines: | 1 Reciprocating |
| Airframe Total Time: | 802 Hrs | Engine Manufacturer: | CONTINENTAL |
| ELT: | Installed, not activated | Engine Model/Series: | O-470-U |
| Registered Owner: | ROBERT R. BREDIN | Rated Power: | 230 Horsepower |
| Operator: | | Operating Certificate(s) Held: | On-demand air taxi (135) |
| Operator Does Business As: | SO. CALIF. AIR SERVICES | Operator Designator Code: | |

Meteorological Information and Flight Plan

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|---|----------------------------------|---|----------|
| Conditions at Accident Site: | Visual (VMC) | Condition of Light: | Day |
| Observation Facility, Elevation: | | Distance from Accident Site: | |
| Observation Time: | | Direction from Accident Site: | |
| Lowest Cloud Condition: | Clear | Visibility | 40 miles |
| Lowest Ceiling: | None | Visibility (RVR): | |
| Wind Speed/Gusts: | 35 knots / 40 knots | Turbulence Type Forecast/Actual: | / |
| Wind Direction: | 300° | Turbulence Severity Forecast/Actual: | / |
| Altimeter Setting: | | Temperature/Dew Point: | 18°C |
| Precipitation and Obscuration: | No Obscuration; No Precipitation | | |
| Departure Point: | | Type of Flight Plan Filed: | VFR |
| Destination: | OXNARD , CA (OXR) | Type of Clearance: | None |
| Departure Time: | 10:30 Local | Type of Airspace: | Class G |

Airport Information

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|-----------------------------|--------------------------|----------------------------------|------|
| Airport: | LESTER RANCH HOUSE STRIP | Runway Surface Type: | Dirt |
| Airport Elevation: | 500 ft msl | Runway Surface Condition: | Dry |
| Runway Used: | 30 | IFR Approach: | None |
| Runway Length/Width: | 1000 ft | VFR Approach/Landing: | None |

Wreckage and Impact Information

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|----------------------------|--------|-----------------------------|-------------|
| Crew Injuries: | 1 None | Aircraft Damage: | Substantial |
| Passenger Injuries: | 2 None | Aircraft Fire: | None |
| Ground Injuries: | N/A | Aircraft Explosion: | None |
| Total Injuries: | 3 None | Latitude, Longitude: | |

Administrative Information

Investigator In Charge (IIC): Crawford, Al

Additional Participating Persons: LEONARD SCHAUSTAL; VAN NUYS , CA

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=24251>

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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](#).