



Aviation Investigation Final Report

Location:	SALINAS, California	Accident Number:	LAX84LA496
Date & Time:	September 24, 1984, 13:26 Local	Registration:	N66039
Aircraft:	CESSNA 180K	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PLT STATED THAT HE LANDED ON RWY 26 AND AFTER THE ACFT SLOWED DOWN TO APRX 15 TO 20 KTS, A GUST OF WIND LIFTED THE RT WING AND THE ACFT VEERED TO THE RT. THE PLT WAS UNABLE TO MAINTAIN DIRECTIONAL CONTROL AND THE ACFT GROUND LOOPED COLLAPSING THE LEFT MAIN GEAR. THE WIND WAS REPORTED AS 340 DEGREES AT 11 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 - ON GROUND/WATER
Phase of Operation: LANDING - ROLL

Findings

1. (C) FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
 2. WEATHER CONDITION - CROSSWIND
 3. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 4. (C) GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
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Occurrence #2: MAIN GEAR COLLAPSED

Phase of Operation: LANDING - ROLL

Findings

5. LANDING GEAR,MAIN GEAR - OVERLOAD

Factual Information

Pilot Information

Certificate:	Airline transport	Age:	42, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Right
Other Aircraft Rating(s):	Helicopter	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	December 1, 1983
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	4752 hours (Total, all aircraft), 20 hours (Total, this make and model), 4025 hours (Pilot In Command, all aircraft), 240 hours (Last 90 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N66039
Model/Series:	180K 180K	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	18052910
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	July 28, 1984 Annual	Certified Max Gross Wt.:	2650 lbs
Time Since Last Inspection:	0 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	277 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed	Engine Model/Series:	O-470-U
Registered Owner:	JOE ROBINSON	Rated Power:	230 Horsepower
Operator:		Operating Certificate(s) Held:	None
Operator Does Business As:	CUSTOM EQUIPMENT, INC.	Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	SNS ,84 ft msl	Distance from Accident Site:	
Observation Time:	13:26 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	35 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	11 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	340°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	27°C / -2°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	SALINAS , CA (SNS)	Type of Flight Plan Filed:	None
Destination:	SALINAS , CA (SNG)	Type of Clearance:	VFR
Departure Time:	13:15 Local	Type of Airspace:	Class D;Class E

Airport Information

Airport:	SALINAS MUNICIPAL SNS	Runway Surface Type:	Asphalt
Airport Elevation:	84 ft msl	Runway Surface Condition:	Dry
Runway Used:	26	IFR Approach:	None
Runway Length/Width:	4995 ft / 200 ft	VFR Approach/Landing:	Full stop;Traffic pattern

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:	36.67052,-121.610855(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=24412>

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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](#).