



Aviation Investigation Final Report

Location:	JACKSON, California	Accident Number:	LAX85LA245
Date & Time:	May 4, 1985, 11:00 Local	Registration:	N76086
Aircraft:	CESSNA 140	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

PRIVATE PLT LOST DIRECTIONAL CONTROL OF HIS TAIL WHEEL ACFT AFTER LANDING ON RWY 19, GROUND LOOPED AND NOSED OVER IN A DITCH. WIND WAS FROM 270 DEGREES AT 10 KTS WITH GUSTS TO 15 KTS. HE REPORTED NO MECHANICAL FAILURES OR MALFUNCTIONS WITH THE ACFT.

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) PLANNED APPROACH - IMPROPER - PILOT IN COMMAND
2. (F) WEATHER CONDITION - CROSSWIND
3. (C) COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
4. (F) WEATHER CONDITION - GUSTS
5. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
6. (C) GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND

Occurrence #2: NOSE OVER

Phase of Operation: LANDING - ROLL

Findings

7. (F) TERRAIN CONDITION - DITCH

Factual Information

Pilot Information

Certificate:	Private	Age:	56, 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 3 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	May 2, 1985
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	1 hours (Total, this make and model), 1174 hours (Pilot In Command, all aircraft), 1 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N76086
Model/Series:	140 140	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	10483
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	August 17, 1984 Annual	Certified Max Gross Wt.:	1450 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	2581 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	C-85-12F
Registered Owner:	DIANA L. MARLER	Rated Power:	85 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:	SAC ,21 ft msl	Distance from Accident Site:	34 Nautical Miles
Observation Time:	10:49 Local	Direction from Accident Site:	267°
Lowest Cloud Condition:	Clear	Visibility	20 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	10 knots / 15 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	270°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	21°C / 1°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	SAN ANDREAS , CA (003)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	10:40 Local	Type of Airspace:	Class D;Class G

Airport Information

Airport:	WESTOVER FIELD 070	Runway Surface Type:	Asphalt
Airport Elevation:	1694 ft msl	Runway Surface Condition:	Dry
Runway Used:	19	IFR Approach:	None
Runway Length/Width:	3400 ft / 60 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:	38.350013,-120.769142(est)

Administrative Information

Investigator In Charge (IIC): Crawford, Alan

Additional Participating Persons: GEORGE ROOPE; SACRAMENTO , CA

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=24718>

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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](#).