



Aviation Investigation Final Report

Location:	PLACERVILLE, California	Accident Number:	LAX85LA382
Date & Time:	September 5, 1985, 15:30 Local	Registration:	N1895X
Aircraft:	CESSNA 180B	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Minor, 1 None
Flight Conducted Under:	Part 91: General aviation		

Analysis

ACFT RAN OFF THE RWY AFTER LANDING. PLT REPORTED ACFT VEERED TO THE LEFT OFF THE RWY AND WAS ABLE TO CORRECT BACK AFTER APPLICATION OF POWER. WINDS WERE VARIABLE AT 7 KTS GUSTING TO 12 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. (F) WEATHER CONDITION - GUSTS
2. (F) PLANNED APPROACH - INADEQUATE - PILOT IN COMMAND
3. (C) AIRSPEED(VMCG) - NOT MAINTAINED - PILOT IN COMMAND
4. (C) DIRECTIONAL CONTROL - NOT ATTAINED - PILOT IN COMMAND
5. (C) GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND

Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: LANDING - ROLL

Factual Information

Pilot Information

Certificate:	Private	Age:	36, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	January 25, 1984
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	959 hours (Total, all aircraft), 146 hours (Total, this make and model), 26 hours (Last 90 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N1895X
Model/Series:	180B 180B	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	50369
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	October 1, 1984 Annual	Certified Max Gross Wt.:	2650 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	3200 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	O-470-K
Registered Owner:	MARVAL C. BAUMANN	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:	Day
Observation Facility, Elevation:	MHR ,96 ft msl	Distance from Accident Site:	28 Nautical Miles
Observation Time:	14:55 Local	Direction from Accident Site:	232°
Lowest Cloud Condition:	Scattered / 4000 ft AGL	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	7 knots / 12 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	24°C / 14°C
Precipitation and Obscuration:	N/A - None - Haze		
Departure Point:	STOCKTON , CA (SCK)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	14:57 Local	Type of Airspace:	Class D;Class E

Airport Information

Airport:	PLACERVILLE PVE	Runway Surface Type:	Asphalt
Airport Elevation:	2583 ft msl	Runway Surface Condition:	Dry
Runway Used:	23	IFR Approach:	None
Runway Length/Width:	4200 ft / 75 ft	VFR Approach/Landing:	Full stop

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor, 1 None	Latitude, Longitude:	38.72993,-120.799682(est)

Administrative Information

Investigator In Charge (IIC): Crawford, Al

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=24828>

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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](#).