



Aviation Investigation Final Report

Location:	LUCERNE VALLEY, California	Accident Number:	LAX87LA007
Date & Time:	October 4, 1986, 16:30 Local	Registration:	N1750C
Aircraft:	CESSNA 180	Aircraft Damage:	Substantial
Defining Event:		Injuries:	3 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PILOT STATED THAT THE WIND HAD BEEN LIGHT AND VARIABLE WITH INTERMITTENT GUSTS AND ON THE TAKE-OFF ROLL AS THE NOSE OF THE AIRCRAFT SUDDENLY SWUNG 30 DEGREES TO THE LEFT AND HE WAS UNABLE TO COMPENSATE WITH RIGHT RUDDER. THE RIGHT WING TIP THEN DUG INTO THE GROUND AND THE AIRCRAFT NOSED OVER INVERTED.

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: TAKEOFF - ROLL/RUN

Findings

1. (F) WEATHER CONDITION - GUSTS
2. (C) COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
3. (F) WEATHER CONDITION - UNFAVORABLE WIND

Occurrence #2: NOSE OVER
Phase of Operation: TAKEOFF - ROLL/RUN

Factual Information

Pilot Information

Certificate:	Commercial	Age:	53, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	Glider	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:	January 24, 1986
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	1965 hours (Total, all aircraft), 1125 hours (Total, this make and model), 1839 hours (Pilot In Command, all aircraft), 37 hours (Last 90 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N1750C
Model/Series:	180 180	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	30450
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	November 3, 1985 Annual	Certified Max Gross Wt.:	2550 lbs
Time Since Last Inspection:	76 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	3359 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed	Engine Model/Series:	O-470R
Registered Owner:	RICHARD B. FRITZ	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:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	25 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	(L85)	Type of Flight Plan Filed:	None
Destination:	SANTA ANA , CA (SNA)	Type of Clearance:	None
Departure Time:	16:30 Local	Type of Airspace:	Class G

Airport Information

Airport:	SOGGY DRY LAKE L85	Runway Surface Type:	Dirt
Airport Elevation:	2880 ft msl	Runway Surface Condition:	Dry
Runway Used:	14	IFR Approach:	None
Runway Length/Width:	10000 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

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:	34.520687,-116.879905(est)

Administrative Information

Investigator In Charge (IIC): Schutte, Audrey

Additional Participating Persons: KENNETH HIBLER; RIVERSIDE , CA

Original Publish Date: April 25, 1988

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=25447>

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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](#).