



Aviation Investigation Final Report

Location:	FULLERTON, California	Accident Number:	LAX87LA193
Date & Time:	April 26, 1987, 15:08 Local	Registration:	N2936C
Aircraft:	CESSNA 180	Aircraft Damage:	Substantial
Defining Event:		Injuries:	3 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PILOT REPORTED THAT A GUST OF WIND TURNED THE AIRCRAFT LEFT JUST PRIOR TO TOUCHDOWN ON RUNWAY 24. HE WAS UNABLE TO MAINTAIN DIRECTIONAL CONTROL DURING THE LANDING ROLL AND THE AIRCRAFT RAN OFF THE LEFT SIDE OF THE RUNWAY. THE REPORTED SURFACE WINDS WERE 240 DEGREES AT 7 KNOTS.

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 - FLARE/TOUCHDOWN

Findings

1. (C) COMPENSATION FOR WIND CONDITIONS - NOT MAINTAINED - PILOT IN COMMAND
2. (F) WEATHER CONDITION - GUSTS
3. (F) GO-AROUND - NOT PERFORMED - PILOT IN COMMAND

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

Factual Information

Pilot Information

Certificate:	Private	Age:	43, Male
Airplane Rating(s):	Single-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 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	August 26, 1986
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	64 hours (Total, all aircraft), 64 hours (Total, this make and model), 23 hours (Pilot In Command, all aircraft), 27 hours (Last 90 days, all aircraft), 13 hours (Last 30 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N2936C
Model/Series:	180 180	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	30836
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	June 22, 1987 Annual	Certified Max Gross Wt.:	2550 lbs
Time Since Last Inspection:	127 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	7269 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	O-470K
Registered Owner:	WRIGHT, MICHAEL J	Rated Power:	230 Horsepower
Operator:	WRIGHT, MICHAEL J.	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:	FUL ,96 ft msl	Distance from Accident Site:	
Observation Time:	14:46 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Scattered / 20000 ft AGL	Visibility	7 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	240°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	22°C / 14°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	HESPERIA , CA (L26)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	00:00 Local	Type of Airspace:	Class D

Airport Information

Airport:	FULLERTON FUL	Runway Surface Type:	Asphalt
Airport Elevation:	96 ft msl	Runway Surface Condition:	Dry
Runway Used:	24	IFR Approach:	None
Runway Length/Width:	3121 ft / 75 ft	VFR Approach/Landing:	Full stop;Traffic pattern

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:	

Administrative Information

Investigator In Charge (IIC):	Wilcox, Thomas
Additional Participating Persons:	JOHN S FRASET; LONG BEACH , CA
Original Publish Date:	October 7, 1988
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=25580

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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](#).