



Aviation Investigation Final Report

Location:	TRACY, California	Accident Number:	LAX88LA069
Date & Time:	December 12, 1987, 14:02 Local	Registration:	N734YZ
Aircraft:	CESSNA 172N	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE SURFACE WIND WAS STRONG WHEN THE PILOT BEGAN TAXIING FOR TAKEOFF. HE DID NOT OBTAIN A PREFLIGHT WEATHER BRIEFING FOR THE FLIGHT. AS THE AIRCRAFT TAXIED FROM BEHIND A HANGAR THE STRONG WIND LIFTED ONE OF THE WINGS AND THE AIRCRAFT ROLLED OVER ON ITS BACK.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

Findings

Occurrence #1: ON GROUND/WATER ENCOUNTER WITH WEATHER
Phase of Operation: TAXI - TO TAKEOFF

Findings

1. (F) WEATHER CONDITION - HIGH WIND
2. (C) PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. (F) OVERCONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
4. (C) WIND INFORMATION - NOT OBTAINED - PILOT IN COMMAND
5. PREFLIGHT BRIEFING SERVICE - NOT USED - PILOT IN COMMAND

Occurrence #2: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: TAXI - TO TAKEOFF

Findings

6. (C) COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND

Occurrence #3: ROLL OVER

Phase of Operation: TAXI - TO TAKEOFF

Factual Information

Pilot Information

Certificate:	Private	Age:	46, 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:	December 12, 1986
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	300 hours (Total, all aircraft), 70 hours (Total, this make and model), 230 hours (Pilot In Command, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N734YZ
Model/Series:	172N 172N	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	17269233
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	September 16, 1987 Annual	Certified Max Gross Wt.:	2300 lbs
Time Since Last Inspection:	73 Hrs	Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	O-320-H2AD
Registered Owner:	JERICON INDUSTRIES	Rated Power:	160 Horsepower
Operator:	CENTRAL VALLEY AVIATION	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:	LVK ,397 ft msl	Distance from Accident Site:	17 Nautical Miles
Observation Time:	13:45 Local	Direction from Accident Site:	257°
Lowest Cloud Condition:	Clear	Visibility	25 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	20 knots / 35 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	360°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	7°C / -3°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:	STOCKTON , CA (SCK)	Type of Clearance:	None
Departure Time:	00:00 Local	Type of Airspace:	Class G

Airport Information

Airport:	TRACY MUNI. 036	Runway Surface Type:	Asphalt
Airport Elevation:	192 ft msl	Runway Surface Condition:	Dry
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	37.729953,-121.420425(est)

Administrative Information

Investigator In Charge (IIC): Wall, J.

Additional Participating Persons: HAROLD OLIVER; OAKLAND , CA

Original Publish Date: May 26, 1989

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=25920>

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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](#).