



Aviation Investigation Final Report

Location:	CORONA, California	Accident Number:	LAX88LA124
Date & Time:	March 13, 1988, 10:55 Local	Registration:	N2952A
Aircraft:	CESSNA 180	Aircraft Damage:	Substantial
Defining Event:		Injuries:	4 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PLT WAS COMPLETING A PERSONAL FLT. DURING THE LANDING ROLL THE AIRPLANE BEGAN TO SWERVE TO THE LEFT. THE PLT REPTD THE RUDDER WAS INEFFECTIVE DUE TO THE AIRPLANE'S SLOW SPEED AND SHE APPLIED THE BRAKES. BEFORE THE AIRPLANE CAME TO A STOP THE LEFT LANDING GEAR STRUT STRUCK A RUNWAY LIGHT AND THE AIRPLANE NOSED OVER ONTO ITS BACK. THE SURFACE WINDS WERE VARIABLE FROM 340 DEG THRU 160 DEG AT ABT 15 KNOTS, GUSTING TO 20 KNOTS. THERE WERE NO PREEXISTING AIRPLANE MALFUNCTIONS OR SYSTEM FAILURES.

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 - CROSSWIND
2. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2: ON GROUND/WATER COLLISION WITH OBJECT

Phase of Operation: LANDING - ROLL

Findings

3. OBJECT - RUNWAY LIGHT

Occurrence #3: NOSE OVER

Phase of Operation: LANDING - ROLL

Factual Information

Pilot Information

Certificate:	Private	Age:	34,Female
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:	July 1, 1987
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	150 hours (Total, all aircraft), 50 hours (Total, this make and model), 85 hours (Pilot In Command, all aircraft), 15 hours (Last 90 days, all aircraft), 5 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N2952A
Model/Series:	180 180	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	30152
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	January 1, 1988 Annual	Certified Max Gross Wt.:	2550 lbs
Time Since Last Inspection:	35 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	3500 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Not installed	Engine Model/Series:	O-470-J
Registered Owner:	KLETT, MARTIN L.	Rated Power:	225 Horsepower
Operator:	KLETT, MARTIN & BETTY JO	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:	15 knots / 20 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	24°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	HUNTINGTON BCH , CA (L16)	Type of Flight Plan Filed:	None
Destination:	(L66)	Type of Clearance:	None
Departure Time:	10:30 Local	Type of Airspace:	Class G

Airport Information

Airport:	CORONA MUNI. L66	Runway Surface Type:	Asphalt
Airport Elevation:	533 ft msl	Runway Surface Condition:	Dry
Runway Used:	7	IFR Approach:	None
Runway Length/Width:	3200 ft / 60 ft	VFR Approach/Landing:	Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	3 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	4 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC): Llorente, A.

Additional Participating Persons: DANIEL ALLISON; RIVERSIDE , CA

Original Publish Date: June 9, 1989

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=25961>

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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](#).