



Aviation Investigation Final Report

Location:	EUREKA, California	Accident Number:	LAX89LA045
Date & Time:	November 11, 1988, 16:00 Local	Registration:	N7904V
Aircraft:	CESSNA 180H	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 Minor
Flight Conducted Under:	Part 91: General aviation - Positioning		

Analysis

DURING THE TAKEOFF RUN ON CALM WATER, THE FLOATPLANE PILOT NOTICED THREE PYLONS AHEAD. HE FELT THERE WAS INSUFFICIENT SPACE TO ABORT, SO HE CONTINUED THE TAKEOFF. JUST BEFORE REACHING THE PYLONS, HE ROTATED THE AIRPLANE IN AN EFFORT TO LIFT-OFF & CLEAR THE OBSTACLES. THE PLANE BECAME AIRBORNE, BUT IT STALLED AND THE LEFT WING DROPPED AND STRUCK A PYLON. THERE WAS NO REPORTED MECHANICAL FAILURE OR MALFUNCTION OF THE AIRPLANE BEFORE THE ACCIDENT.

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 - IN FLIGHT
Phase of Operation: TAKEOFF

Findings

1. (C) UNSUITABLE TERRAIN OR TAKEOFF/LANDING/TAXI AREA - SELECTED - PILOT IN COMMAND
 2. (F) LACK OF FAMILIARITY WITH GEOGRAPHIC AREA - PILOT IN COMMAND
 3. (C) LIFT-OFF - PREMATURE - PILOT IN COMMAND
 4. (C) STALL - INADVERTENT - PILOT IN COMMAND
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Occurrence #2: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: TAKEOFF

Factual Information

Pilot Information

Certificate:	Private	Age:	48, Male
Airplane Rating(s):	Single-engine land; Single-engine sea; 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 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	September 2, 1988
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	3000 hours (Total, all aircraft), 150 hours (Total, this make and model), 50 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N7904V
Model/Series:	180H 180H	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	18051804
Landing Gear Type:	Float	Seats:	4
Date/Type of Last Inspection:	Annual	Certified Max Gross Wt.:	2800 lbs
Time Since Last Inspection:	300 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	3500 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	O-470-L
Registered Owner:	RICHTER, ALLEN P	Rated Power:	230 Horsepower
Operator:	RICHTER, ALLEN P.	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:	Unknown	Visibility	4 miles
Lowest Ceiling:	Overcast / 4000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	10 knots / 15 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	90°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	00:00 Local	Type of Airspace:	Class G

Airport Information

Airport:	NONE	Runway Surface Type:	Water
Airport Elevation:	0 ft msl	Runway Surface Condition:	Water-calm
Runway Used:	0	IFR Approach:	None
Runway Length/Width:	0 ft / 0 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	1 Minor	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Minor	Latitude, Longitude:	40.800804,-124.149826(est)

Administrative Information

Investigator In Charge (IIC):	Eckrote, Debra
Additional Participating Persons:	STEVE STEINHOFF; OAKLAND , CA
Original Publish Date:	November 28, 1989
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=26294

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](#).