



Aviation Investigation Final Report

Location:	SANTA ANA, California	Accident Number:	LAX89LA302
Date & Time:	September 6, 1989, 13:48 Local	Registration:	N1739C
Aircraft:	CESSNA 180	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

ABOUT ONE MINUTE PRIOR TO THE ACCIDENT THE PILOT WAS CAUTIONED OF POSSIBLE WAKE TURBULENCE FROM A DEPARTING BOEING 737 ON RUNWAY 19L. DURING ROLL OUT THE RIGHT WING ROSE AND THE LEFT WING CONTACTED THE RUNWAY. THE AIRCRAFT THEN NOSED OVER.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S IMPROPER IN-FLIGHT PLANNING AFTER BEING ADVISED OF POSSIBLE WAKE TURBULENCE.

Findings

Occurrence #1: VORTEX TURBULENCE ENCOUNTERED
Phase of Operation: LANDING - ROLL

Findings

1. (C) IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND
2. (C) WAKE TURBULENCE - ENCOUNTERED - PILOT IN COMMAND

Occurrence #2: NOSE OVER
Phase of Operation: LANDING - ROLL

Factual Information

Pilot Information

Certificate:	Commercial; Flight instructor	Age:	40, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Unknown
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane single-engine	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	October 17, 1988
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	900 hours (Total, all aircraft), 22 hours (Total, this make and model), 825 hours (Pilot In Command, all aircraft), 22 hours (Last 90 days, all aircraft), 12 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N1739C
Model/Series:	180 180	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:		Serial Number:	30439
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	April 3, 1989 Unknown	Certified Max Gross Wt.:	2225 lbs
Time Since Last Inspection:	106 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1993 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	O-470-A
Registered Owner:	UNKNOWN	Rated Power:	225 Horsepower
Operator:	RUSSELL, SCOTT	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	20 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	230°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	27°C / 15°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	RAMONA , CA (L39)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	13:00 Local	Type of Airspace:	

Airport Information

Airport:	JOHN WAYNE SNA	Runway Surface Type:	Macadam
Airport Elevation:	54 ft msl	Runway Surface Condition:	Dry
Runway Used:	19L	IFR Approach:	None
Runway Length/Width:	2888 ft / 75 ft	VFR Approach/Landing:	Touch and go

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:	

Administrative Information

Investigator In Charge (IIC): Mucho, R. gary

Additional Participating Persons:

Original Publish Date: September 30, 1991

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=26496>

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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](#).