



Aviation Investigation Final Report

Location:	RED BLUFF, California	Accident Number:	LAX90LA261
Date & Time:	July 20, 1990, 09:45 Local	Registration:	N20KB
Aircraft:	CESSNA 180B	Aircraft Damage:	Substantial
Defining Event:		Injuries:	4 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

A CESSNA 180B COLLIDED WITH ROUGH TERRAIN ON THE RIGHT SHOULDER OF A PRIVATE AIRSTRIP. THE AIRCRAFT BOUNCED ON LANDING. THEN TOUCHED DOWN STRAIGHT IN A THREE POINT ATTITUDE. THE AIRCRAFT THEN TRAVELLED STRAIGHT FOR SEVERAL FEET AND VEERED TO THE RIGHT AND STRUCK BOULDERS THAT BORDERED THE RUNWAY SHOULDER. THE RIGHT MAIN LANDING GEAR SEPARATED AT THE FUSELAGE. THE AIRCRAFT THEN COLLIDED WITH A FENCE THAT PARALLELED THE RUNWAY. THE WINDS WERE CALM. THE PILOT INDICATED THERE WERE NO MECHANICAL FAILURES OR MALFUNCTIONS.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: AN IMPROPER LANDING FLARE AND IMPROPER RECOVERY FROM THE BOUNCED LANDING.

Findings

Occurrence #1: HARD LANDING
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings
1. (C) FLARE - IMPROPER - PILOT IN COMMAND

Occurrence #2: LOSS OF CONTROL - ON GROUND/WATER

Phase of Operation: LANDING - ROLL

Findings

2. (C) RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND

Occurrence #3: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER

Phase of Operation: LANDING - ROLL

Findings

3. (F) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #4: ON GROUND/WATER COLLISION WITH OBJECT

Phase of Operation: LANDING - ROLL

Findings

4. OBJECT - FENCE

Factual Information

Pilot Information

Certificate:	Private	Age:	37, 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:	October 31, 1988
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	155 hours (Total, all aircraft), 87 hours (Total, this make and model), 92 hours (Pilot In Command, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N20KB
Model/Series:	180B 180B	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	50425
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	November 16, 1989 Annual	Certified Max Gross Wt.:	2650 lbs
Time Since Last Inspection:	52 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	3663 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	O-470K
Registered Owner:	RAY AALGARD	Rated Power:	250 Horsepower
Operator:	AALGAARD, RAY F.	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:	RBL ,349 ft msl	Distance from Accident Site:	10 Nautical Miles
Observation Time:	09:45 Local	Direction from Accident Site:	270°
Lowest Cloud Condition:	Clear	Visibility	40 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	310°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	32°C / 16°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	HOLLISTER , CA (307)	Type of Flight Plan Filed:	VFR
Destination:		Type of Clearance:	None
Departure Time:	08:00 Local	Type of Airspace:	Class G

Airport Information

Airport:	DYE CREEK RANCH NONE	Runway Surface Type:	Dirt
Airport Elevation:	301 ft msl	Runway Surface Condition:	Dry;Rough
Runway Used:	15	IFR Approach:	None
Runway Length/Width:	3800 ft / 50 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:	40.129096,-122.429496(est)

Administrative Information

Investigator In Charge (IIC): Wilcox, Thomas

Additional Participating Persons:

Original Publish Date: November 9, 1992

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=26871>

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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](#).