



Aviation Investigation Final Report

Location:	CALEXICO, California	Accident Number:	LAX90LA301
Date & Time:	August 26, 1990, 16:45 Local	Registration:	N2985A
Aircraft:	CESSNA 180	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PILOT OBSERVED DUST DEVILS IN THE VICINITY OF THE RUNWAY AS HE NEARED THE AIRPORT FOR LANDING. AS THE AIRCRAFT NEARED THE RUNWAY ON FINAL APPROACH THE PILOT LOST CONTROL AND THE AIRCRAFT IMPACTED THE RUNWAY. AFTER THE INITIAL IMPACT THE AIRCRAFT BOUNCED INTO THE AIR AND TURNED LEFT AND COLLIDED WITH THE GROUND AGAIN.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE AIRCRAFT'S ENCOUNTER WITH UNFAVORABLE WIND, A DUST DEVIL, THAT RENDERED THE AIRCRAFT UNCONTROLLABLE.

Findings

Occurrence #1: IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

- Findings
1. (C) WEATHER CONDITION - UNFAVORABLE WIND
 2. (C) AIRCRAFT CONTROL - NOT POSSIBLE - PILOT IN COMMAND
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Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

Factual Information

Pilot Information

Certificate:	Private	Age:	45, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Unknown
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	July 30, 1990
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	850 hours (Total, all aircraft), 375 hours (Total, this make and model), 650 hours (Pilot In Command, all aircraft), 30 hours (Last 90 days, all aircraft), 25 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N2985A
Model/Series:	180 180	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:		Serial Number:	30185
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	2550 lbs
Time Since Last Inspection:	0 Hrs	Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	CONTINENTAL
ELT:	Installed, activated	Engine Model/Series:	O-470-A
Registered Owner:	UNKNOWN	Rated Power:	225 Horsepower
Operator:	THOMPSON, JAMES V.	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:	IPL ,56 ft msl	Distance from Accident Site:	10 Nautical Miles
Observation Time:	16:48 Local	Direction from Accident Site:	327°
Lowest Cloud Condition:	Clear	Visibility	40 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	90°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	-18°C / -18°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	LOETO, BAJA (LTO)	Type of Flight Plan Filed:	VFR
Destination:	(CXL)	Type of Clearance:	VFR
Departure Time:	13:05 Local	Type of Airspace:	

Airport Information

Airport:	CALEXICO INT'L CXL	Runway Surface Type:	Asphalt
Airport Elevation:		Runway Surface Condition:	Dry
Runway Used:	26	IFR Approach:	None
Runway Length/Width:	4330 ft / 75 ft	VFR Approach/Landing:	Full stop;Traffic pattern

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:	32.690338,-115.509704(est)

Administrative Information

Investigator In Charge (IIC):	Wall, James
Additional Participating Persons:	LILA PIELDEN; SAN DIEGO , CA
Original Publish Date:	November 23, 1992
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=26905

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](#).