



Aviation Investigation Final Report

Location:	TUCSON, Arizona	Accident Number:	LAX90LA344
Date & Time:	August 2, 1990, 12:25 Local	Registration:	N9463C
Aircraft:	CESSNA 180	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 135: Air taxi & commuter - Non-scheduled		

Analysis

THE PILOT OF A CARGO CARRYING AIRPLANE LANDED AND, IN ACCORDANCE WITH ITS ATC CLEARANCE, BEGAN TAXIING TOWARD THE PARKING AREA. THE CHOSEN TAXIWAY CROSSED BEHIND A TRANSPORT CATEGORY JET (MD 80) WHICH WAS HOLDING FOR TAKEOFF. THE ACCIDENT PILOT TAXIED INTO THE PATH OF THE JET'S EXHAUST AND WAS PUSHED DOWN ONTO ITS NOSE.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S FAILURE TO MAINTAIN ADEQUATE DISTANCE FROM A MD-80'S JET EXHAUST.

Findings

Occurrence #1: PROPELLER BLAST OR JET EXHAUST/SUCTION
Phase of Operation: TAXI - FROM LANDING

Findings

1. (F) PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND
2. (C) DISTANCE - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2: NOSE DOWN
Phase of Operation: TAXI - FROM LANDING

Factual Information

Pilot Information

Certificate:	Commercial	Age:	32, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Unknown
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	March 27, 1990
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	894 hours (Total, all aircraft), 51 hours (Total, this make and model), 840 hours (Pilot In Command, all aircraft), 112 hours (Last 90 days, all aircraft), 54 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N9463C
Model/Series:	180 180	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal; Utility	Serial Number:	31861
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	May 25, 1990 Annual	Certified Max Gross Wt.:	2550 lbs
Time Since Last Inspection:	100 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	4740 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	O-470-J
Registered Owner:	JAMES M DELLAS	Rated Power:	225 Horsepower
Operator:		Operating Certificate(s) Held:	On-demand air taxi (135)
Operator Does Business As:	J-BIRD AVIATION INC.	Operator Designator Code:	EJBA

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	50 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	190°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	30°C / 4°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	PHOENIX , AZ (PHX)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	11:15 Local	Type of Airspace:	

Airport Information

Airport:	TUCSON INTL. TUS	Runway Surface Type:	Asphalt
Airport Elevation:	2641 ft msl	Runway Surface Condition:	Dry
Runway Used:	21	IFR Approach:	None
Runway Length/Width:	7000 ft / 150 ft	VFR Approach/Landing:	None

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:	32.15092,-110.93077(est)

Administrative Information

Investigator In Charge (IIC): Pollack, Wayne

Additional Participating Persons: PETE CULSINIER;

Original Publish Date: December 14, 1992

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.ntsb.gov/Docket?ProjectID=26939>

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](#).