



Aviation Investigation Final Report

Location:	MAMMOTH LAKES, California	Accident Number:	LAX91LA403
Date & Time:	September 22, 1991, 11:30 Local	Registration:	N63622
Aircraft:	CESSNA 180K	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

DURING THE LANDING ROLL ON RUNWAY 09, A 7,000 FT BY 100 FT RUNWAY, THE PILOT FAILED TO MAINTAIN DIRECTIONAL CONTROL, GROUND LOOPED AND EXITED TO THE LEFT OF THE RUNWAY ENVIRONMENT. THE PILOT DID NOT REPORT EXPERIENCING ANY AIRPLANE MECHANICAL MALFUNCTIONS OR FAILURES. THE PILOT INDICATED THAT THE SURFACE WINDS WERE FROM 120 DEGREES AT 5 KTS, GUSTING TO 10 KTS AND THAT HE HAD LOGGED 14.5 HOURS IN THE ACCIDENT ACFT MAKE AND MODEL.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT-IN-COMMAND FAILED TO MAINTAIN DIRECTIONAL CONTROL. CONTRIBUTING TO THIS ACCIDENT WAS THE PIC'S LACK OF EXPERIENCE IN THE AIRPLANE AND THE SOFT TERRAIN.

Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: LANDING - ROLL

Findings

1. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. (F) LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: LANDING - ROLL

Findings

3. (F) TERRAIN CONDITION - SOFT

Factual Information

Pilot Information

Certificate:	Private	Age:	55, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
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 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	October 8, 1990
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	1201 hours (Total, all aircraft), 15 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N63622
Model/Series:	180K 180K	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	18052857
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	June 6, 1991 Annual	Certified Max Gross Wt.:	2800 lbs
Time Since Last Inspection:	30 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1080 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	O-470-U
Registered Owner:	JAMES SCHULZ	Rated Power:	230 Horsepower
Operator:	JAMES SCHULZ	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	15 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	5 knots / 10 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	120°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	SANTA BARBARA , CA (SBA)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	10:18 Local	Type of Airspace:	Class G

Airport Information

Airport:	MAMMOTH-JUNE LAKES MM4	Runway Surface Type:	Asphalt
Airport Elevation:	7128 ft msl	Runway Surface Condition:	Dry
Runway Used:	9	IFR Approach:	None
Runway Length/Width:	7000 ft / 100 ft	VFR Approach/Landing:	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:	37.580917,-118.839393(est)

Administrative Information

Investigator In Charge (IIC): Llorente, Abdon

Additional Participating Persons: BEN E STEINMAN; RENO , NV

Original Publish Date: April 27, 1993

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=27365>

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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](#).