



Aviation Investigation Final Report

Location:	SACRAMENTO, California	Accident Number:	LAX92LA037
Date & Time:	November 3, 1991, 20:30 Local	Registration:	N2802A
Aircraft:	CESSNA 180	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

FOLLOWING AN UNEVENTFUL LANDING, THE PILOT TAXIED TO PARKING AND APPLIED PRESSURE TO THE BRAKE PEDALS. THE RIGHT BRAKE FAILED, AND THE AIRPLANE COLLIDED WITH A HANGAR. EXAM OF THE BRAKE SYSTEM REVEALED AN ACCUMULATION OF ALUMINUM PARTICLES IN THE MASTER CYLINDER, AND ITS OPERATION WAS INTERMITTENT. THE PILOT HAD OPERATED HIS AIRPLANE FOR 79.8 HOURS SINCE IT LAST RECEIVED AN ANNUAL INSPECTION.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PARTIAL FAILURE OF THE BRAKE SYSTEM DUE TO CONTAMINATION.

Findings

Occurrence #1: AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation: TAXI - FROM LANDING

Findings

1. (C) LANDING GEAR,NORMAL BRAKE SYSTEM - CONTAMINATION
 2. MAINTENANCE,ANNUAL INSPECTION - INADEQUATE - OTHER MAINTENANCE PERSONNEL
 3. (C) LANDING GEAR,NORMAL BRAKE SYSTEM - FAILURE,PARTIAL
 4. (C) BRAKES(NORMAL) - UNAVAILABLE - PILOT IN COMMAND
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Occurrence #2: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: TAXI - FROM LANDING

Findings

5. OBJECT - BUILDING(NONRESIDENTIAL)

Factual Information

Pilot Information

Certificate:	Private	Age:	52, 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:	November 13, 1990
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	1351 hours (Total, all aircraft), 1099 hours (Total, this make and model), 1269 hours (Pilot In Command, all aircraft), 60 hours (Last 90 days, all aircraft), 28 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N2802A
Model/Series:	180 180	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	30002
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	April 14, 1991 Annual	Certified Max Gross Wt.:	2550 lbs
Time Since Last Inspection:	80 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	4142 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	O-470-J
Registered Owner:	ELSON HAMILTON	Rated Power:	225 Horsepower
Operator:	ELSON HAMILTON	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:	Night/bright
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	35 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	18°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	LODI , CA (O20)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	VFR
Departure Time:	20:00 Local	Type of Airspace:	

Airport Information

Airport:	SACRAMENTO EXECUTIVE SAC	Runway Surface Type:	Asphalt
Airport Elevation:	21 ft msl	Runway Surface Condition:	Dry
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Full stop

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	38.509956,-121.489562(est)

Administrative Information

Investigator In Charge (IIC):	Pollack, Wayne
Additional Participating Persons:	PETER SPOFFORD; SACRAMENTO , CA
Original Publish Date:	March 31, 1993
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=27496

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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](#).