



Aviation Investigation Final Report

Location:	LONG BEACH, California	Accident Number:	LAX92LA053
Date & Time:	November 26, 1991, 17:31 Local	Registration:	N2982A
Aircraft:	CESSNA 180	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

RESPONDING FAA INSPECTORS FROM THE LONG BEACH FLIGHT STANDARDS DISTRICT OFFICE REPORTED THAT THE AIRCRAFT GROUND LOOPED ON TOUCHDOWN. INVESTIGATION REVEALED THAT THE PILOT'S AIRMAN CERTIFICATE HAD BEEN REVOKED IN APRIL OF 1991. THE PILOT'S LAST THIRD CLASS MEDICAL CERTIFICATE, ISSUED AUGUST 31, 1989, HAD EXPIRED. THE LAST ANNUAL INSPECTION FOR THE AIRCRAFT WAS RECORDED IN THE MAINTENANCE RECORDS ON JUNE 29, 1989, 29 MONTHS PRIOR TO THE ACCIDENT. THE PILOT DID NOT RESPOND TO REPEATED REQUESTS FOR A STATEMENT AND DID NOT COMPLETE A PILOT ACCIDENT REPORT, NTSB FORM 6120.1/2.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE FAILURE OF THE PILOT TO MAINTAIN DIRECTIONAL CONTROL DURING THE LANDING TOUCHDOWN.

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. (C) GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: LANDING - ROLL

Factual Information

Pilot Information

Certificate:	None	Age:	57, Male
Airplane Rating(s):	None	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:	None None	Last FAA Medical Exam:	
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:			

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N2982A
Model/Series:	180 180	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	30182
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	June 30, 1989 Annual	Certified Max Gross Wt.:	2550 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	CONTINENTAL
ELT:	Installed	Engine Model/Series:	O-470
Registered Owner:	GRANT R. WILSON	Rated Power:	230 Horsepower
Operator:	GRANT R. WILSON	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:	LGB ,57 ft msl	Distance from Accident Site:	1 Nautical Miles
Observation Time:	17:50 Local	Direction from Accident Site:	1°
Lowest Cloud Condition:	Scattered	Visibility	6 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	20°C / 8°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	HAWTHORNE , CA (HHR)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	VFR
Departure Time:	17:00 Local	Type of Airspace:	Class D;Class E

Airport Information

Airport:	DAUGHERTY FIELD LGB	Runway Surface Type:	Asphalt
Airport Elevation:	57 ft msl	Runway Surface Condition:	Dry
Runway Used:	25	IFR Approach:	None
Runway Length/Width:	6192 ft / 200 ft	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:	33.809696,-118.179519(est)

Administrative Information

Investigator In Charge (IIC): Rich, Jeff

Additional Participating Persons: KEN MCGUIRE; LONG BEACH , CA

Original Publish Date: April 23, 1993

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=27510>

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](#).