



Aviation Investigation Final Report

Location:	BAKERSFIELD, California	Accident Number:	LAX92LA060
Date & Time:	December 6, 1991, 16:30 Local	Registration:	N2549K
Aircraft:	CESSNA 180	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PILOT SAID HE TOUCHED DOWN IN A WHEEL LANDING ABOUT ONE THIRD OF THE WAY DOWN THE RUNWAY. HE STATED THAT A GUST OF WIND CAUGHT THE AIRCRAFT AND CAUSED IT TO BEGIN TRACKING TO THE RIGHT SIDE OF THE RUNWAY. THE PILOT APPLIED LEFT RUDDER TO CORRECT THE DRIFT AND GET THE AIRCRAFT BACK ON THE RUNWAY CENTER LINE. THE PILOT SAID THE TAIL WHEEL 'CAUGHT AND WITH THE HELP OF GUSTING CROSS WINDS, THE AIRCRAFT GROUND LOOPED ONTO THE RIGHT WING AND AILERON.'

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 DIRECTIONAL CONTROL OF THE AIRCRAFT DURING THE LANDING ROLL DUE TO INADEQUATE COMPENSATION FOR THE EXISTING WIND CONDITIONS. A FACTOR IN THE ACCIDENT WAS THE PILOT'S LACK OF TOTAL EXPERIENCE.

Findings

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

Findings

1. WEATHER CONDITION - CROSSWIND
2. WEATHER CONDITION - GUSTS
3. (C) COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND

4. (F) LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
5. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Private	Age:	24, Male
Airplane Rating(s):	Single-engine land	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:	Class 3 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	September 20, 1991
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	172 hours (Total, all aircraft), 25 hours (Total, this make and model), 95 hours (Pilot In Command, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N2549K
Model/Series:	180 180	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	18052982
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	May 1, 1991 Annual	Certified Max Gross Wt.:	2800 lbs
Time Since Last Inspection:	54 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	2423 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	O-470-U
Registered Owner:	R. W. LITTLE TRUST	Rated Power:	230 Horsepower
Operator:	CHARLES M. RUDNICK	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	3 miles
Lowest Ceiling:	Broken / 3000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	2 knots / 6 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	40°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	24°C
Precipitation and Obscuration:	N/A - None - Haze		
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	15:00 Local	Type of Airspace:	Class G

Airport Information

Airport:	BAKERSFIELD AIRPARK L45	Runway Surface Type:	Asphalt
Airport Elevation:	378 ft msl	Runway Surface Condition:	Dry
Runway Used:	31	IFR Approach:	None
Runway Length/Width:	3150 ft / 50 ft	VFR Approach/Landing:	Full stop;Traffic pattern

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:	35.379802,-119.019004(est)

Administrative Information

Investigator In Charge (IIC):	Petterson, George
Additional Participating Persons:	GENE SWEET; FRESNO , CA
Original Publish Date:	April 23, 1993
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=27515

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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](#).