



Aviation Investigation Final Report

Location:	AVALON, California	Accident Number:	LAX92LA394
Date & Time:	September 20, 1992, 13:20 Local	Registration:	N3288D
Aircraft:	CESSNA 180	Aircraft Damage:	Substantial
Defining Event:		Injuries:	3 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PILOT SAID THE AIRCRAFT WAS 'STILL HIGH' WHEN HE FLARED FOR A LANDING AND THE AIRPLANE DROPPED TO THE RUNWAY ON THE LEFT MAIN LANDING GEAR. THE LEFT TIRE BURST AND THE LEFTMAIN LANDING GEAR THEN COLLAPSED.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S IMPROPER LANDING FLARE WHICH RESULTED IN A HARD LANDING AND A COLLAPSE OF THE LEFT MAIN LANDING GEAR.

Findings

Occurrence #1: HARD LANDING
Phase of Operation: LANDING - FLARE/TOUCHDOWN

- Findings
1. (C) FLARE - IMPROPER - PILOT IN COMMAND
 2. (C) STALL/MUSH - INADVERTENT - PILOT IN COMMAND
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Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: LANDING - ROLL

- Findings
3. LANDING GEAR,MAIN GEAR - OVERLOAD

Occurrence #3: NOSE OVER
Phase of Operation: LANDING - ROLL

Factual Information

Pilot Information

Certificate:	Commercial	Age:	66, Male
Airplane Rating(s):	Single-engine land; Multi-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 3 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	October 21, 1991
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	2200 hours (Total, all aircraft), 424 hours (Total, this make and model), 1495 hours (Pilot In Command, all aircraft), 21 hours (Last 90 days, all aircraft), 5 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N3288D
Model/Series:	180 180	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	32086
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	January 7, 1992 Annual	Certified Max Gross Wt.:	2550 lbs
Time Since Last Inspection:	84 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	3600 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	O-470-J1B
Registered Owner:	ROVERO, REYES & DYSART	Rated Power:	225 Horsepower
Operator:	AGUSTIN B. REYES	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	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	230°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	29°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	TORRANCE , CA (TOA)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	12:40 Local	Type of Airspace:	Class G

Airport Information

Airport:	CATALINA ISLAND AVX	Runway Surface Type:	Asphalt
Airport Elevation:	1602 ft msl	Runway Surface Condition:	Dry
Runway Used:	22	IFR Approach:	None
Runway Length/Width:	3240 ft / 100 ft	VFR Approach/Landing:	Full stop;Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	2 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	3 None	Latitude, Longitude:	33.379184,-118.449226(est)

Administrative Information

Investigator In Charge (IIC):	Rich, Jeff
Additional Participating Persons:	JIM WILKINSON; LONG BEACH , CA
Original Publish Date:	August 31, 1993
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=27769

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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](#).