



# Aviation Investigation Final Report

<b>Location:</b>	FULLERTON, California	<b>Accident Number:</b>	LAX93LA072
<b>Date &amp; Time:</b>	December 22, 1992, 19:22 Local	<b>Registration:</b>	N61798
<b>Aircraft:</b>	CESSNA 180K	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

THE PILOT DRAINED OUT MULTIPLE FUEL TESTER TUBES OF WATER BEFORE DEPARTING ON THE ACCIDENT FLIGHT. SHORTLY AFTER LIFT OFF THE ENGINE EXPERIENCED AN INTERMITTENT LOSS OF POWER. THE PILOT RETURNED TO THE DEPARTURE AIRPORT AND LANDED DOWNWIND, BEYOND MIDFIELD. THE AIRPLANE OVERRAN THE RUNWAY ENVIRONMENT AND COLLIDED WITH THE AIRPORT PERIMETER FENCE. EXAMINATION OF THE WRECKAGE REVEALED CONSIDERABLE WATER REMAINED IN THE FUEL TANKS AND THE OVERWING FUEL CAP SEALS WERE DETERIORATED.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE AIRPLANE'S OWNERS (INCLUDING THE PILOT) POOR MAINTENANCE AND THE PILOT'S INADEQUATE PREFLIGHT INSPECTION. CONTRIBUTING TO THIS ACCIDENT WAS THE DETERIORATED OVERWING FUEL CAPS SEALS AND THE TAILWIND.

## Findings

Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - NONMECHANICAL  
Phase of Operation: TAKEOFF - INITIAL CLIMB

### Findings

1. (F) FUEL SYSTEM,CAP - DETERIORATED
2. (F) FLUID,FUEL - WATER

- 3. (C) MAINTENANCE - POOR - COMPANY/OPERATOR MANAGEMENT
- 4. (C) AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND

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Occurrence #2: FORCED LANDING  
Phase of Operation: DESCENT - EMERGENCY

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Occurrence #3: OVERRUN  
Phase of Operation: LANDING - ROLL

Findings

- 5. (F) WEATHER CONDITION - TAILWIND
- 6. (F) PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND

## Factual Information

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	43, Male
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Unknown
<b>Other Aircraft Rating(s):</b>	Glider	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	June 16, 1992
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	1470 hours (Total, all aircraft), 205 hours (Total, this make and model), 1372 hours (Pilot In Command, all aircraft), 16 hours (Last 90 days, all aircraft), 7 hours (Last 30 days, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N61798
<b>Model/Series:</b>	180K 180K	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	18053009
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	September 16, 1992 Annual	<b>Certified Max Gross Wt.:</b>	3190 lbs
<b>Time Since Last Inspection:</b>	45 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	3698 Hrs	<b>Engine Manufacturer:</b>	CONTINENTAL
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	O-470-K
<b>Registered Owner:</b>	WOODRUFF, HAROLD S. ET AL	<b>Rated Power:</b>	230 Horsepower
<b>Operator:</b>	WOODRUFF, HAROLD S. ET AL	<b>Operating Certificate(s) Held:</b>	None
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Night/bright
<b>Observation Facility, Elevation:</b>	FUL ,96 ft msl	<b>Distance from Accident Site:</b>	1 Nautical Miles
<b>Observation Time:</b>	19:33 Local	<b>Direction from Accident Site:</b>	60°
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	15 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	5 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	50°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30 inches Hg	<b>Temperature/Dew Point:</b>	13°C / -3°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>		<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	BIG BEAR , CA (L35 )	<b>Type of Clearance:</b>	VFR
<b>Departure Time:</b>	19:19 Local	<b>Type of Airspace:</b>	Class D

## Airport Information

<b>Airport:</b>	FULLERTON FUL	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	96 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	24	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	3121 ft / 75 ft	<b>VFR Approach/Landing:</b>	Forced landing

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	2 None	<b>Latitude, Longitude:</b>	

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Llorente, A.
<b>Additional Participating Persons:</b>	POI KENNETH MCGUIRE; LONG BEACH , CA ASI ROBERT MEYER; LONG BEACH , CA
<b>Original Publish Date:</b>	September 14, 1993
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=27889">https://data.nts.gov/Docket?ProjectID=27889</a>

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