



Aviation Investigation Final Report

Location:	INYOKERN, California	Accident Number:	LAX99LA114
Date & Time:	March 7, 1999, 15:00 Local	Registration:	N345RC
Aircraft:	Cessna 180F	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

Winds were variable at 5 knots, gusting to 10, with the wind tee and windsocks indicating runway 33. The pilot executed a wheel landing but began losing directional control to the right just after touchdown. He countered with left rudder, but the aircraft began to ground loop. The aircraft swerved left and scraped the right wingtip. He then attempted a go-around, but his right wingtip struck a sign and the aircraft veered right and struck a fence.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the pilot's inadequate compensation for the variable and gusting winds during a wheel landing, which led to a loss of directional control.

Findings

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

Findings

1. (F) WEATHER CONDITION - VARIABLE WIND
 2. (F) WEATHER CONDITION - GUSTS
 3. (C) COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
 4. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 5. GROUND LOOP/SWERVE - ENCOUNTERED - PILOT IN COMMAND
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Occurrence #2: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: LANDING - ROLL

Findings

6. OBJECT - AIRPORT SIGN/MARKER
7. OBJECT - FENCE
8. OBJECT - FENCE POST
9. OBJECT - OTHER

Factual Information

On March 7, 1999, at 1500 hours Pacific standard time, a Cessna 180F, N345RC, ground looped while landing at Inyokern, California. The aircraft sustained substantial damage; however, the private pilot and his passenger were not injured. The aircraft was being operated as a personal flight by the owner/pilot under 14 CFR Part 91 of Federal Aviation Regulations when the accident occurred. The flight originated from the Furnace Creek airport in Death Valley, California, about 1400. Visual meteorological conditions prevailed at the time and no flight plan was filed.

The pilot reported that as he approached the airport he noticed two gliders in the traffic pattern. He called for a wind estimate and was told to expect winds variable at 5 knots, gusting to 10. As he flew nearer to the airport, he noticed that the wind tee and two windsocks were indicating runway 33.

During the approach, he applied 20 degrees flaps and reduced his airspeed over the approach end of the runway to 80 mph. He executed a wheel landing but began losing directional control just after touchdown. According to the pilot, he thought he had applied too much right rudder. He countered with left rudder but the aircraft began to ground loop. The aircraft swerved left and the right wingtip scraped the runway. He applied power in an attempted go-around but his right wingtip struck an airport sign. After impact, the aircraft veered right, struck a fence, a fence post and guardrail before coming to rest.

A Federal Aviation Administration inspector reviewed pilot and aircraft records. No deficiencies were noted.

Pilot Information

Certificate:	Commercial; Flight instructor; Private	Age:	50, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	Glider	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	Glider	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	February 3, 1998
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	1154 hours (Total, all aircraft), 56 hours (Total, this make and model), 1093 hours (Pilot In Command, all aircraft), 56 hours (Last 90 days, all aircraft), 9 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N345RC
Model/Series:	180F 180F	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	18051231
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	July 1, 1998 Annual	Certified Max Gross Wt.:	2650 lbs
Time Since Last Inspection:	88 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	4882 Hrs	Engine Manufacturer:	Continental
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	O-470R
Registered Owner:	CLARE FRANKLIN KLINE, JR.	Rated Power:	230 Horsepower
Operator:		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:	NID ,2272 ft msl	Distance from Accident Site:	8 Nautical Miles
Observation Time:	14:56 Local	Direction from Accident Site:	62°
Lowest Cloud Condition:	Scattered / 800 ft AGL	Visibility	35 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	16°C / -5°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	DEATH VALLEY , CA (L06)	Type of Flight Plan Filed:	None
Destination:	(IYK)	Type of Clearance:	None
Departure Time:	14:00 Local	Type of Airspace:	Class E

Airport Information

Airport:	INYOKERN IYK	Runway Surface Type:	Asphalt
Airport Elevation:	2455 ft msl	Runway Surface Condition:	Dry
Runway Used:	33	IFR Approach:	
Runway Length/Width:	7100 ft / 75 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:	35.880859,-118.150054(est)

Administrative Information

Investigator In Charge (IIC): Crispin, Robert

Additional Participating Persons: DAVID T VOELKER; VAN NUYS , CA

Original Publish Date: November 30, 2000

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=45877>

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