



Aviation Investigation Final Report

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| Location: | CAMERON PARK, California | Accident Number: | LAX00LA313 |
| Date & Time: | August 27, 2000, 09:22 Local | Registration: | N2443C |
| Aircraft: | Cessna 180 | Aircraft Damage: | Substantial |
| Defining Event: | | Injuries: | 1 Minor |
| Flight Conducted Under: | Part 91: General aviation - Personal | | |

Analysis

The pilot's seat slid backwards when takeoff power was applied. His airplane was equipped with a secondary friction lock, but the seat only stopped momentarily. As the seat slid further aft, he reduced power. The airplane started to drift left, but he could not reach the rudder pedals. The airplane departed the left side of the runway, completed about 270 degrees of turn, and the right main gear collapsed.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: failure of the pilot to verify the seat latch was secure, resulting in the pilot's inability to reach the flight controls necessary to maintain directional control.

Findings

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

Findings

1. (C) FUSELAGE, SEAT - NOT SECURED
2. (C) AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
3. (C) EQUIPMENT, OTHER - NOT VERIFIED - PILOT IN COMMAND

Factual Information

On August 27, 2000, at 0922 hours Pacific daylight time, a Cessna 180, N2443C, sustained substantial damage when it ground looped during the takeoff roll from the airport at Cameron Park, California. The private pilot/owner was operating the airplane on a personal flight under the provisions of 14 CFR Part 91. The pilot sustained minor injuries, and his passenger was uninjured. Visual meteorological conditions prevailed and no flight plan was filed.

The pilot stated he pushed the seat handle down after moving his seat to the desired position; however, his seat slid backwards when takeoff power was applied. His airplane was equipped with a secondary friction lock, but the seat only stopped momentarily. As the seat slid further aft, he reduced power. The airplane started to drift left, but he could not reach the rudder pedals. The airplane departed the left side of the runway and completed about 270 degrees of turn. The right main gear collapsed resulting in damage to the gearbox.

Pilot Information

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|----------------------------------|---|--|------------------|
| Certificate: | Commercial | Age: | 65, Male |
| Airplane Rating(s): | Single-engine land; Multi-engine land | Seat Occupied: | Left |
| Other Aircraft Rating(s): | Glider | Restraint Used: | |
| Instrument Rating(s): | Airplane | Second Pilot Present: | No |
| Instructor Rating(s): | None | Toxicology Performed: | No |
| Medical Certification: | Class 2 Valid Medical-w/ waivers/lim | Last FAA Medical Exam: | February 5, 1999 |
| Occupational Pilot: | UNK | Last Flight Review or Equivalent: | |
| Flight Time: | 1855 hours (Total, all aircraft), 810 hours (Total, this make and model), 48 hours (Last 90 days, all aircraft) | | |

Aircraft and Owner/Operator Information

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|--------------------------------------|--------------------------|---------------------------------------|-----------------|
| Aircraft Make: | Cessna | Registration: | N2443C |
| Model/Series: | 180 180 | Aircraft Category: | Airplane |
| Year of Manufacture: | | Amateur Built: | |
| Airworthiness Certificate: | Experimental (Special) | Serial Number: | 30743 |
| Landing Gear Type: | Tailwheel | Seats: | 4 |
| Date/Type of Last Inspection: | July 24, 2000 Annual | Certified Max Gross Wt.: | 2550 lbs |
| Time Since Last Inspection: | | Engines: | 1 Reciprocating |
| Airframe Total Time: | 3970 Hrs | Engine Manufacturer: | Continental |
| ELT: | Installed, not activated | Engine Model/Series: | IO-550-D16B |
| Registered Owner: | ROBERT C. PETERSEN | Rated Power: | 300 Horsepower |
| Operator: | | Operating Certificate(s) Held: | None |
| Operator Does Business As: | | Operator Designator Code: | |

Meteorological Information and Flight Plan

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|---|----------------------------------|---|-------------------|
| Conditions at Accident Site: | Visual (VMC) | Condition of Light: | Day |
| Observation Facility, Elevation: | SAC ,67 ft msl | Distance from Accident Site: | 30 Nautical Miles |
| Observation Time: | 09:53 Local | Direction from Accident Site: | 225° |
| Lowest Cloud Condition: | Clear | Visibility | 10 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: | 66°C / 55°C |
| Precipitation and Obscuration: | No Obscuration; No Precipitation | | |
| Departure Point: | (061) | Type of Flight Plan Filed: | None |
| Destination: | RAMONA , CA (RNM) | Type of Clearance: | None |
| Departure Time: | 09:22 Local | Type of Airspace: | Class G |

Airport Information

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|-----------------------------|---------------------|----------------------------------|---------|
| Airport: | CAMERON AIRPARK O61 | Runway Surface Type: | Asphalt |
| Airport Elevation: | 1286 ft msl | Runway Surface Condition: | Dry |
| Runway Used: | 31 | IFR Approach: | None |
| Runway Length/Width: | 4060 ft / 60 ft | VFR Approach/Landing: | None |

Wreckage and Impact Information

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|----------------------------|---------|-----------------------------|----------------------------|
| Crew Injuries: | 1 Minor | Aircraft Damage: | Substantial |
| Passenger Injuries: | | Aircraft Fire: | None |
| Ground Injuries: | N/A | Aircraft Explosion: | None |
| Total Injuries: | 1 Minor | Latitude, Longitude: | 38.610275,-120.969429(est) |

Administrative Information

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| Investigator In Charge (IIC): | Plagens, Howard |
| Additional Participating Persons: | RICHARD CONTI; SACRAMENTO , CA |
| Original Publish Date: | November 1, 2001 |
| Last Revision Date: | |
| Investigation Class: | Class |
| Note: | The NTSB traveled to the scene of this accident. |
| Investigation Docket: | https://data.ntsb.gov/Docket?ProjectID=50128 |

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](#).