



# Aviation Investigation Final Report

|                                |                                      |                         |             |
|--------------------------------|--------------------------------------|-------------------------|-------------|
| <b>Location:</b>               | Angwin, California                   | <b>Accident Number:</b> | LAX03LA140  |
| <b>Date &amp; Time:</b>        | April 22, 2003, 14:30 Local          | <b>Registration:</b>    | N7821K      |
| <b>Aircraft:</b>               | Cessna 180J                          | <b>Aircraft Damage:</b> | Substantial |
| <b>Defining Event:</b>         |                                      | <b>Injuries:</b>        | 1 None      |
| <b>Flight Conducted Under:</b> | Part 91: General aviation - Personal |                         |             |

## Analysis

The airplane veered off the runway to the right and came to rest nose down in a ditch. The pilot had received an airport advisory from another airplane that the airport was experiencing a crosswind from the west and recommended runway 16. During the landing roll, with the tail still airborne, a gust of wind pushed the airplane to the right despite full rudder control input and braking by the pilot to the left.

## 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 crosswind conditions and failure to maintain directional control of the airplane during the landing roll.

## Findings

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

### Findings

1. WEATHER CONDITION - CROSSWIND
2. (C) COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
3. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER

Phase of Operation: LANDING - ROLL

Findings

4. TERRAIN CONDITION - DITCH

## Factual Information

On April 22, 2003, at 1430 Pacific daylight time, a Cessna 180J, N7821K, veered off the runway and collided with a ditch while landing at Angwin Airport, Angwin, California. The airplane was owned and operated by the private pilot under 14 CFR Part 91. The pilot was not injured and the airplane was substantially damaged. Visual meteorological conditions prevailed and no flight plan had been filed. The flight originated at Angwin at 1130.

The pilot stated in the Pilot/Operator Aircraft Accident Report (NTSB Form 6120.1/2) that he had received an airport advisory from another airplane that the airport was experiencing winds from the west and runway 16 was recommended. He stated that during the landing roll, with the tail of the airplane still airborne, a gust of wind forced the airplane to the right despite full rudder control input and braking to the left. The airplane veered off the runway to the right and came to rest nose down in a ditch.

The closest aviation weather reporting station is at Sonoma County Airport, 18 miles to the southwest. The winds recorded at Sonoma Country Airport for 1353 and 1453 were calm. The pilot reported that the winds at Angwin, at the time of the accident, were 260 degrees at 5 to 10 knots.

### Pilot Information

|                                  |   |  |                  |
|----------------------------------|---|--|------------------|
| <b>Certificate:</b>              | Private   | <b>Age:</b>                              | 60, Male         |
| <b>Airplane Rating(s):</b>       | Single-engine land  | <b>Seat Occupied:</b>                    | Left             |
| <b>Other Aircraft Rating(s):</b> | None  | <b>Restraint Used:</b>                   |                  |
| <b>Instrument Rating(s):</b>     | None  | <b>Second Pilot Present:</b>             | No               |
| <b>Instructor Rating(s):</b>     | None  | <b>Toxicology Performed:</b>             | No               |
| <b>Medical Certification:</b>    | Class 2 Valid Medical-w/<br>waivers/lim   | <b>Last FAA Medical Exam:</b>            | April 9, 2002    |
| <b>Occupational Pilot:</b>       | UNK   | <b>Last Flight Review or Equivalent:</b> | February 7, 2003 |
| <b>Flight Time:</b>              | 717 hours (Total, all aircraft), 547 hours (Total, this make and model), 710 hours (Pilot In Command, all aircraft), 15 hours (Last 90 days, all aircraft), 5 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft) |  |                  |

## Aircraft and Owner/Operator Information

|                                      |                                |                                       |                 |
|--------------------------------------|--------------------------------|---------------------------------------|-----------------|
| <b>Aircraft Make:</b>                | Cessna                         | <b>Registration:</b>                  | N7821K          |
| <b>Model/Series:</b>                 | 180J                           | <b>Aircraft Category:</b>             | Airplane        |
| <b>Year of Manufacture:</b>          |                                | <b>Amateur Built:</b>                 |                 |
| <b>Airworthiness Certificate:</b>    | Normal                         | <b>Serial Number:</b>                 | 18052755        |
| <b>Landing Gear Type:</b>            | Tailwheel                      | <b>Seats:</b>                         | 4               |
| <b>Date/Type of Last Inspection:</b> | February 1, 2003 Annual        | <b>Certified Max Gross Wt.:</b>       | 2800 lbs        |
| <b>Time Since Last Inspection:</b>   | 14.7 Hrs                       | <b>Engines:</b>                       | 1 Reciprocating |
| <b>Airframe Total Time:</b>          | 3240.8 Hrs at time of accident | <b>Engine Manufacturer:</b>           | Continental     |
| <b>ELT:</b>                          | Installed, not activated       | <b>Engine Model/Series:</b>           | O-470S          |
| <b>Registered Owner:</b>             | On file                        | <b>Rated Power:</b>                   | 230 Horsepower  |
| <b>Operator:</b>                     | On file                        | <b>Operating Certificate(s) Held:</b> | None            |

## Meteorological Information and Flight Plan

|   |                                  |   |                  |
|---|----------------------------------|---|------------------|
| <b>Conditions at Accident Site:</b>     | Visual (VMC)                     | <b>Condition of Light:</b>                  | Day              |
| <b>Observation Facility, Elevation:</b> | KSTS,1848 ft msl                 | <b>Distance from Accident Site:</b>         | 0 Nautical Miles |
| <b>Observation Time:</b>                | 13:53 Local                      | <b>Direction from Accident Site:</b>        | 0°               |
| <b>Lowest Cloud Condition:</b>          |                                  | <b>Visibility</b>                           | 10 miles         |
| <b>Lowest Ceiling:</b>                  | Broken / 3900 ft AGL             | <b>Visibility (RVR):</b>                    |                  |
| <b>Wind Speed/Gusts:</b>                | 0 knots /                        | <b>Turbulence Type Forecast/Actual:</b>     | /                |
| <b>Wind Direction:</b>                  | 0°                               | <b>Turbulence Severity Forecast/Actual:</b> | /                |
| <b>Altimeter Setting:</b>               | 29.92 inches Hg                  | <b>Temperature/Dew Point:</b>               | 17°C / 8°C       |
| <b>Precipitation and Obscuration:</b>   | No Obscuration; No Precipitation |   |                  |
| <b>Departure Point:</b>                 | St Helena, CA (203 )             | <b>Type of Flight Plan Filed:</b>           | None             |
| <b>Destination:</b>                     | St Helena, CA (203 )             | <b>Type of Clearance:</b>                   | None             |
| <b>Departure Time:</b>                  | 11:30 Local                      | <b>Type of Airspace:</b>                    | Class E          |

## Airport Information

|                             |                          |                                  |                           |
|-----------------------------|--------------------------|----------------------------------|---------------------------|
| <b>Airport:</b>             | Angwin-Parrett Field 203 | <b>Runway Surface Type:</b>      | Asphalt                   |
| <b>Airport Elevation:</b>   | 1848 ft msl              | <b>Runway Surface Condition:</b> | Dry                       |
| <b>Runway Used:</b>         | 16                       | <b>IFR Approach:</b>             | None                      |
| <b>Runway Length/Width:</b> | 3217 ft / 50 ft          | <b>VFR Approach/Landing:</b>     | Full stop;Traffic pattern |

## Wreckage and Impact Information

|                            |        |                             |                       |
|----------------------------|--------|-----------------------------|-----------------------|
| <b>Crew Injuries:</b>      | 1 None | <b>Aircraft Damage:</b>     | Substantial           |
| <b>Passenger Injuries:</b> |        | <b>Aircraft Fire:</b>       | None                  |
| <b>Ground Injuries:</b>    | N/A    | <b>Aircraft Explosion:</b>  | None                  |
| <b>Total Injuries:</b>     | 1 None | <b>Latitude, Longitude:</b> | 38.578334,-122.435279 |

## Administrative Information

**Investigator In Charge (IIC):** McKenny, Van

**Additional Participating Persons:** Paul Cloutier; Federal Aviation Administration; Sacramento, CA

**Original Publish Date:** April 28, 2004

**Last Revision Date:**

**Investigation Class:** [Class](#)

**Note:**

**Investigation Docket:** <https://data.ntsb.gov/Docket?ProjectID=56869>

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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](#).