



Aviation Investigation Final Report

Location:	GOLETA, California	Accident Number:	LAX82FUQ14
Date & Time:	April 12, 1982, 18:55 Local	Registration:	N13NP
Aircraft:	CESSNA 180	Aircraft Damage:	Substantial
Defining Event:		Injuries:	3 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

THIS WAS THE SECOND DUAL INSTRUCTIONAL FLIGHT THAT THE NEW OWNER AND INSTRUCTOR PILOT HAD FLOWN IN THIS AIRCRAFT. THE OWNER, A PRIVATE PILOT NEEDED 10 HRS OF FLIGHT TIME TO MEET INSURANCE REQUIREMENTS. AFTER ABOUT 30 MINUTES OF AIRWORK, THEY RETURNED TO THE AIRPORT TO LAND IN LIGHT AND VARIABLE WIND CONDITIONS. AFTER A NORMAL APPROACH AND FULL STALL LANDING, THE AIRCRAFT BEGAN DRIFTING TO THE LEFT. REPORTEDLY, THE OWNER FIRST USED HIS AILERONS TO CORRECT THE DRIFT, THEN AT THE IP'S INSTRUCTION, HE APPLIED RIGHT RUDDER. THE IP REPORTED THAT THE PLANE THEN TURNED TOWARD THE RIGHT SIDE OF THE RUNWAY AND WENT UP ON ITS LEFT MAIN GEAR AND TAILWHEEL. THE IP STATED HE TRIED TO TAKE CONTROL OF THE AIRCRAFT, BUT THE OWNER WOULD NOT RELEASE THE CONTROLS AND THE LEFT MAIN GEAR COLLAPSED. THE LEFT MAIN LANDING GEAR ATTACH BOLT WAS FOUND IN THE GEAR ATTACH HOLE. THE BOLT WAS BENT AND THE THREADS WERE STRIPPED OFF.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

Findings

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

Findings

1. (C) RUDDER - IMPROPER USE OF - DUAL STUDENT
2. (F) LACK OF FAMILIARITY WITH AIRCRAFT - DUAL STUDENT
3. (C) BRAKES(NORMAL) - IMPROPER USE OF - DUAL STUDENT
4. (C) SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)

Occurrence #2: MAIN GEAR COLLAPSED

Phase of Operation: LANDING - ROLL

Findings

5. (F) LANDING GEAR,MAIN GEAR - OVERLOAD

Factual Information

Pilot Information

Certificate:	Airline transport; Flight instructor	Age:	23, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Unknown
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	January 21, 1982
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	2004 hours (Total, all aircraft), 4 hours (Total, this make and model), 1884 hours (Pilot In Command, all aircraft), 232 hours (Last 90 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N13NP
Model/Series:	180 180	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:		Serial Number:	31225
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	2250 lbs
Time Since Last Inspection:	0 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	2438 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed	Engine Model/Series:	O-470
Registered Owner:	WILLIAM L. STRMISKA	Rated Power:	265 Horsepower
Operator:	WILLIAM L. STRMISKA	Operating Certificate(s) Held:	
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Dusk
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	
Lowest Ceiling:	Unknown	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	GOLETA , CA (SBA)	Type of Flight Plan Filed:	None
Destination:	GOLETA , CA (SBA)	Type of Clearance:	None
Departure Time:	18:00 Local	Type of Airspace:	

Airport Information

Airport:	SANTA BARBARA SBA	Runway Surface Type:	Asphalt
Airport Elevation:	0 ft msl	Runway Surface Condition:	Dry
Runway Used:	15	IFR Approach:	None
Runway Length/Width:	4183 ft / 0 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	3 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):

Additional Participating Persons:

Original Publish Date: April 12, 1983

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.ntsb.gov/Docket?ProjectID=70845>

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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](#).