



# National Transportation Safety Board Aviation Accident Final Report

---

<b>Location:</b>	QUINCY, CA	<b>Accident Number:</b>	LAX88LA171
<b>Date &amp; Time:</b>	05/01/1988, 1340 PDT	<b>Registration:</b>	N5104E
<b>Aircraft:</b>	CESSNA 180B	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	3 None

**Flight Conducted Under:** Part 91: General Aviation - Personal

---

## Analysis

AT THE END OF A PLEASURE FLIGHT, WHILE IN THE TRAFFIC PATTERN, THE PILOT NOTED THAT THE WINDS WERE LIGHT AND VARIABLE. WHILE ON FINAL APPROACH, A CORRECTION FOR DRIFT WAS MADE. DURING THE LANDING ROLL, IN GUSTING CONDITIONS, THE PILOT LOST CONTROL OF THE AIRCRAFT WHICH VEERED OFF THE RUNWAY AND NOSED OVER IN THE SOFT DIRT ALONGSIDE THE RUNWAY. THERE WERE NO MECHANICAL FAILURES OR MALFUNCTIONS WITH THE AIRCRAFT PRIOR TO THE ACCIDENT.

## 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. (F) WEATHER CONDITION - GUSTS
2. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

-----

Occurrence #2: NOSE OVER

Phase of Operation: LANDING - ROLL

Findings

3. (F) TERRAIN CONDITION - SOFT

## Factual Information

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	56, Male
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	Glider	<b>Restraint Used:</b>	Seatbelt, Shoulder harness
<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 3 Valid Medical--w/ waivers/lim.	<b>Last FAA Medical Exam:</b>	04/06/1987
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	1180 hours (Total, all aircraft), 184 hours (Total, this make and model)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N5104E
<b>Model/Series:</b>	180B 180B	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	50404
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	07/15/1987, Annual	<b>Certified Max Gross Wt.:</b>	2650 lbs
<b>Time Since Last Inspection:</b>	146 Hours	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	3144 Hours	<b>Engine Manufacturer:</b>	CONTINENTAL
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	O-470-K
<b>Registered Owner:</b>	LYLE N. HOAG	<b>Rated Power:</b>	230 hp
<b>Operator:</b>	LYLE N. HOAG	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Scattered / 10000 ft agl	Visibility	10 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	10 knots / 15 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	270°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	
Precipitation and Obscuration:			
Departure Point:	SACRAMENTO, CA (Q96)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1230 PDT	Type of Airspace:	Class G

## Airport Information

Airport:	GANSNER FLD (201)	Runway Surface Type:	Asphalt
Airport Elevation:		Runway Surface Condition:	Dry
Runway Used:	24	IFR Approach:	None
Runway Length/Width:	4100 ft / 100 ft	VFR Approach/Landing:	Full Stop; Traffic Pattern

## Wreckage and Impact Information

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

## Administrative Information

Investigator In Charge (IIC):	DEBRA J ECKROTE	Report Date:	04/14/1989
Additional Participating Persons:	RICHARD ANGELO; RENO, NV		
Publish Date:			
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).