



# National Transportation Safety Board Aviation Accident Final Report

---

<b>Location:</b>	ROSAMOND, CA	<b>Accident Number:</b>	LAX86LA150
<b>Date &amp; Time:</b>	04/02/1986, 1745 PST	<b>Registration:</b>	N666BH
<b>Aircraft:</b>	CESSNA 172M	<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 PLT REPORTED THAT HE SUCCESSFULLY TOUCHED DOWN DURING CONDITIONS OF A RIGHT, 90 DEG. CROSSWIND. THE PLT STATED THAT A GUST WAS THEN ENCOUNTERED WHICH 'WEATHER COCKED' HIS ACFT. AS HE ATTEMPTED TO REALIGN THE ACFT WITH THE RWY THE DOWNWIND WING CONTACTED THE RWY SURFACE & CONTROL WAS LOST. THE ACFT VEERED OFF THE RWY, NOSED OVER & CAME TO REST IN A FIELD ADJACENT TO THE RWY.

## Probable Cause and Findings

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

## Findings

---

Occurrence #1: ON GROUND/WATER ENCOUNTER WITH WEATHER  
Phase of Operation: LANDING - FLARE/TOUCHDOWN

### Findings

1. (F) WEATHER EVALUATION - INACCURATE - PILOT IN COMMAND
2. (C) COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
3. WEATHER CONDITION - CROSSWIND

-----

Occurrence #2: LOSS OF CONTROL - ON GROUND/WATER  
Phase of Operation: LANDING - ROLL

### Findings

4. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
5. (C) GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND

-----

Occurrence #3: NOSE OVER  
Phase of Operation: LANDING - ROLL

### Findings

6. TERRAIN CONDITION - OPEN FIELD

## 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>	None	<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>	02/18/1986
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	1009 hours (Total, all aircraft), 1009 hours (Total, this make and model), 915 hours (Pilot In Command, all aircraft), 45 hours (Last 90 days, all aircraft), 12 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N666BH
<b>Model/Series:</b>	172M 172M	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Utility	<b>Serial Number:</b>	17265670
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	10/09/1985, 100 Hour	<b>Certified Max Gross Wt.:</b>	2200 lbs
<b>Time Since Last Inspection:</b>	6 Hours	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	1 Hours	<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Installed	<b>Engine Model/Series:</b>	O-320-E2D
<b>Registered Owner:</b>	ROBERT L. PATRICK	<b>Rated Power:</b>	150 hp
<b>Operator:</b>	CHARLES R. LANGSLET	<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:	Clear / 0 ft agl	Visibility	50 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	15 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	330°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	16 °C
Precipitation and Obscuration:			
Departure Point:	SANTA MONICA, CA (SMO)	Type of Flight Plan Filed:	None
Destination:	ROSAMOND, CA	Type of Clearance:	None
Departure Time:	1700 PST	Type of Airspace:	Class G

## Airport Information

Airport:	LLOYD'S LANDING	Runway Surface Type:	
Airport Elevation:	2700 ft	Runway Surface Condition:	Dry
Runway Used:	24	IFR Approach:	None
Runway Length/Width:	2400 ft	VFR Approach/Landing:	Full Stop

## Wreckage and Impact Information

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

## Administrative Information

Investigator In Charge (IIC):	WAYNE POLLACK	Report Date:	03/10/1988
Additional Participating Persons:	ROBERT ROEHM; VAN NUYS, CA		
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](#).