



# National Transportation Safety Board Aviation Accident Final Report

---

<b>Location:</b>	EL MONTE, CA	<b>Accident Number:</b>	LAX85LA020
<b>Date &amp; Time:</b>	10/02/1984, 1608 PDT	<b>Registration:</b>	N4902A
<b>Aircraft:</b>	CESSNA 180	<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

A LOW TIME PVT PLT FLARED THE ACFT WHICH TOUCHED DOWN HARD AND BOUNCED. ON THE SECOND TOUCHDOWN, THE ACFT ENTERED A GROUND LOOP TO THE RIGHT. APPLICATION OF RIGHT BRAKE AND RUDDER DID NOT CORRECT THE SITUATION. THE LEFT WING AND NOSE WENT DOWN & THE ACFT WENT OVER ONTO ITS BACK. THE ACFT WAS EQUIPPED WITH CONVENTIONAL LANDING GEAR. THE PLT REPORTED THAT AFTER HE HAD OBTAINED A PVT PLT CERTIFICATE ON 03/03/84 AND HAD NOT FLOWN AFTER THAT DATE UNTIL THE DAY OF THE ACCIDENT.

## Probable Cause and Findings

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

## Findings

---

Occurrence #1: HARD LANDING

Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

1. (F) FLARE - MISJUDGED - PILOT IN COMMAND
2. (F) LACK OF RECENT EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND

-----

Occurrence #2: LOSS OF CONTROL - ON GROUND/WATER

Phase of Operation: LANDING - ROLL

Findings

3. (C) RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
4. (F) ELEVATOR - INADEQUATE - PILOT IN COMMAND
5. (F) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

-----

Occurrence #3: NOSE OVER

Phase of Operation: LANDING - ROLL

Findings

6. (C) BRAKES(NORMAL) - IMPROPER USE OF - PILOT IN COMMAND

## Factual Information

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	50, 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
<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--no waivers/lim.	<b>Last FAA Medical Exam:</b>	11/05/1982
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	79 hours (Total, all aircraft), 77 hours (Total, this make and model), 57 hours (Pilot In Command, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N4902A
<b>Model/Series:</b>	180 180	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	32299
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	07/31/1984, Annual	<b>Certified Max Gross Wt.:</b>	2550 lbs
<b>Time Since Last Inspection:</b>	27 Hours	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	4385 Hours	<b>Engine Manufacturer:</b>	CONTINENTAL
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	O-470-K
<b>Registered Owner:</b>	PHILIP G. CORNELIUS	<b>Rated Power:</b>	230 hp
<b>Operator:</b>	PHILIP G. CORNELIUS	<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:	EMT, 296 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	1608 PDT	Direction from Accident Site:	0°
Lowest Cloud Condition:	Scattered / 5000 ft agl	Visibility	12 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	9 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	120°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	21 °C
Precipitation and Obscuration:			
Departure Point:	EL MONTE, CA (EMT)	Type of Flight Plan Filed:	None
Destination:	EL MONTE, CA (EMT)	Type of Clearance:	VFR
Departure Time:	1555 PDT	Type of Airspace:	Class D; Class E

## Airport Information

Airport:	EL MONTE (EMT)	Runway Surface Type:	Asphalt
Airport Elevation:	296 ft	Runway Surface Condition:	Dry
Runway Used:	19	IFR Approach:	None
Runway Length/Width:	3995 ft / 75 ft	VFR Approach/Landing:	Traffic Pattern

## 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:	
Additional Participating Persons:			
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](#).