



# National Transportation Safety Board Aviation Accident Data Summary

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<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>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## 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

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

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

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	50
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Instrument Rating(s):</b>	None
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	None
<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>Engines:</b>	1 Reciprocating
<b>Operator:</b>	PHILIP G. CORNELIUS	<b>Engine Manufacturer:</b>	CONTINENTAL
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	O-470-K
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	EMT, 296 ft msl	<b>Weather Information Source:</b>	Pilot
<b>Lowest Ceiling:</b>	None / 0 ft agl	<b>Wind Speed/Gusts, Direction:</b>	9 knots / , 120°
<b>Temperature:</b>	21 °C	<b>Visibility</b>	12 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	EL MONTE, CA (EMT)	<b>Destination:</b>	EL MONTE, CA (EMT)

## Airport Information

<b>Airport:</b>	EL MONTE (EMT)	<b>Runway Surface Type:</b>	Asphalt
<b>Runway Used:</b>	19	<b>Runway Surface Condition:</b>	Dry
<b>Runway Length/Width:</b>	3995 ft / 75 ft		

## Wreckage and Impact Information

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

## Administrative Information

Investigator In Charge (IIC): WAYNE POLLACK

Adopted 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 [pubinq@ntsb.gov](mailto:pubinq@ntsb.gov), or at 800-877-6799. Dockets released after this date are available at <http://dms.nts.gov/pubdms/>.

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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.