



National Transportation Safety Board Aviation Accident Data Summary

Location:	NOVATO, CA	Accident Number:	LAX82DA286
Date & Time:	08/01/1982, 1410 PDT	Registration:	N5440J
Aircraft:	CESSNA 172N	Injuries:	2 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

THE PILOT LANDED ON RUNWAY 31 WITH A LEFT CROSSWIND. WHILE LANDING, THE AIRCRAFT WENT OFF THE RIGHT SIDE OF THE RUNWAY AND NOSED OVER IN A DRAINAGE DITCH. THE PILOT ESTIMATED THAT THE WIND WAS FROM 220 DEG AT 10 KTS. THE OFFICIAL OBSERVATION AT OAKLAND, CA REPORTED THAT THE WIND WAS FROM 200 DEG AT 8 KTS.

Probable Cause

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 - FLARE/TOUCHDOWN

Findings

1. (F) WEATHER CONDITION - CROSSWIND
2. (C) COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
3. LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
4. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
5. (C) GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND

Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: LANDING - ROLL

Findings

6. (F) TERRAIN CONDITION - DITCH

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

Pilot Information

Certificate:	Private	Age:	20
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	None
Other Aircraft Rating(s):		Instructor Rating(s):	None
Flight Time:	89 hours (Total, all aircraft), 12 hours (Total, this make and model), 41 hours (Pilot In Command, all aircraft), 5 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N5440J
Model/Series:	172N 172N	Engines:	1 Reciprocating
Operator:	ROBERT CHAO	Engine Manufacturer:	CONTINENTAL
Operating Certificate(s) Held:		Engine Model/Series:	O-320-H2AD
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	OAK, 0 ft msl	Weather Information Source:	Unknown
Lowest Ceiling:	Unknown / 0 ft agl	Wind Speed/Gusts, Direction:	8 knots / , 200°
Temperature:	66° C	Visibility	25 Miles
Precipitation and Obscuration:			
Departure Point:	SAN CARLOS, CA (SQL)	Destination:	DENVER, CO (DEN)

Airport Information

Airport:	GNOSS FIELD (056)	Runway Surface Type:	Asphalt
Runway Used:	31	Runway Surface Condition:	Dry
Runway Length/Width:	3300 ft / 60 ft		

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):

Adopted Date: 08/01/1983

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, or at 800-877-6799. Dockets released after this date are available at <http://dms.nts.gov/pubdms/>.

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.