



Aviation Investigation Final Report

Location:	Agua Caliente Springs, California	Accident Number:	WPR23LA088
Date & Time:	January 12, 2023, 11:00 Local	Registration:	N2875K
Aircraft:	Cessna 180K	Aircraft Damage:	Substantial
Defining Event:	Collision during takeoff/land	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported that he announced his position on the common traffic advisory frequency while inbound to land on his destination runway. Just prior to touchdown, the pilot observed an airplane landing directly in his path from the opposite end of the runway. To avoid a collision, the pilot added power and attempted to climb to the left, but impacted a berm, nosed over and came to rest inverted, which resulted in substantial damage to the right wing.

The pilot reported no mechanical malfunctions or failures that would have precluded normal operation.

Probable Cause and Findings

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

The pilot's failure to maintain aircraft control during an aborted approach, which resulted in a collision with terrain.

Findings

Personnel issues	Aircraft control - Pilot
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Factual Information

History of Flight

Approach-VFR go-around	Collision during takeoff/land (Defining event)
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Pilot Information

Certificate:	Private	Age:	79,Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	3-point
Instrument Rating(s):	Airplane	Second Pilot Present:	
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 3 Without waivers/limitations	Last FAA Medical Exam:	February 8, 2021
Occupational Pilot:	No	Last Flight Review or Equivalent:	December 31, 2021
Flight Time:	2599 hours (Total, all aircraft), 2530 hours (Total, this make and model), 2513 hours (Pilot In Command, all aircraft), 6 hours (Last 90 days, all aircraft), 0.4 hours (Last 30 days, all aircraft), 0.4 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N2875K
Model/Series:	180K	Aircraft Category:	Airplane
Year of Manufacture:	1979	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	18053111
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	September 15, 2022 Annual	Certified Max Gross Wt.:	2800 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	5951 Hrs as of last inspection	Engine Manufacturer:	Continental
ELT:	C126 installed, activated, aided in locating accident	Engine Model/Series:	O-470-U17
Registered Owner:	On file	Rated Power:	235 Horsepower
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KL08,522 ft msl	Distance from Accident Site:	18 Nautical Miles
Observation Time:	14:00 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.28 inches Hg	Temperature/Dew Point:	18°C / -2°C
Precipitation and Obscuration:			
Departure Point:	San Diego, CA (KMYF)	Type of Flight Plan Filed:	None
Destination:	Agua Caliente Springs, CA	Type of Clearance:	None
Departure Time:	10:20 Local	Type of Airspace:	Class G

Airport Information

Airport:	Agua Caliente Springs L54	Runway Surface Type:	Asphalt
Airport Elevation:	1220 ft msl	Runway Surface Condition:	Dry
Runway Used:	29	IFR Approach:	None
Runway Length/Width:	2500 ft / 60 ft	VFR Approach/Landing:	Full stop;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:	32.955687,-116.29494

Administrative Information

Investigator In Charge (IIC): Basti, Paymaun

Additional Participating Persons: Roger Messick; Federal Aviation Administration; San Diego, CA

Original Publish Date: June 23, 2023

Last Revision Date:

Investigation Class: [Class 4](#)

Note: The NTSB did not travel to the scene of this accident.

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=106595>

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).