



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	OROVILLE, CA	<b>Accident Number:</b>	LAX86LA310
<b>Date &amp; Time:</b>	08/01/1986, 0724 PDT	<b>Registration:</b>	N77326
<b>Aircraft:</b>	CESSNA 140	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 Minor
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## Analysis

A CESSNA 140 NOSED OVER IN A DITCH AFTER ABORTING A TAKEOFF. THE PLT INDICATED HE WAS PRACTICING STOP AND GO LANDINGS. DURING THE LAST LANDING THE RIGHT BRAKE WAS INADVERTENTLY APPLIED AND THE ACFT VEERED TO THE RIGHT OFF THE RWY. THE PLT INITIATED A GO-AROUND BY APPLYING FULL POWER. THE ACFT WAS OFF THE RWY WITH THE TAKEOFF GROUND RUN TRANSPIRING ON RIGHT SHOULDER. THE ACFT BECAME AIRBORNE APRX MID-FIELD AND THE PLT CAUTIOUS NOT TO STALL THE ACFT LEVELED OFF TO ALLOW THE AIRSPEED TO BUILD. THE PLT THEN NOTICED AN APPROXIMATELY 4 FT TALL FENCE AND JUDGED HE HAD SUFFICIENT ALT TO CLEAR THE OBSTACLE. AS HE CROSSED THE FENCE APPROXIMATELY 220 FT FROM THE RWY CENTERLINE HE HEARD AN UNUSUAL 'TWANG' NOISE AND ASSUMED HE HAD STRUCK THE FENCE. HE DECIDED TO ABORT THE TAKEOFF AND LANDED ON THE RIGHT SHOULDER OF THE RWY. DURING THE LANDING GROUND ROLL, THE ACFT PLUNGED INTO A 10 FT DEEP DITCH AND NOSED OVER. A POST ACCIDENT EXAMINATION OF THE ACFT REVEALED BARB WIRE ENTANGLED ON THE TAILWHEEL.

## Probable Cause and Findings

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

## Findings

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Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER  
Phase of Operation: LANDING

### Findings

1. (F) BRAKES(NORMAL) - INADVERTENT USE - PILOT IN COMMAND  
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Occurrence #2: IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation: GO-AROUND (VFR)

### Findings

2. (F) OBJECT - FENCE  
3. (C) JUDGMENT - IMPROPER - PILOT IN COMMAND  
4. (C) GO-AROUND - SELECTED - PILOT IN COMMAND  
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Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: LANDING - ROLL

### Findings

5. (F) TERRAIN CONDITION - DITCH

## Factual Information

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Seat Occupied:</b>	Unknown
<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>	08/30/1985
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	692 hours (Total, all aircraft), 200 hours (Total, this make and model), 532 hours (Pilot In Command, all aircraft), 57 hours (Last 90 days, all aircraft), 22 hours (Last 30 days, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N77326
<b>Model/Series:</b>	140 140	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	11768
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	06/15/1986, Annual	<b>Certified Max Gross Wt.:</b>	1450 lbs
<b>Time Since Last Inspection:</b>	50 Hours	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	1222 Hours	<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Installed, activated, did not aid in locating accident	<b>Engine Model/Series:</b>	O-235 SERIES
<b>Registered Owner:</b>		<b>Rated Power:</b>	108 hp
<b>Operator:</b>	PETER R. LARSEN	<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:	CIC, 199 ft msl	Distance from Accident Site:	22 Nautical Miles
Observation Time:	0752 PDT	Direction from Accident Site:	215°
Lowest Cloud Condition:	Scattered / 20000 ft agl	Visibility	30 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	
Precipitation and Obscuration:			
Departure Point:	OROVILLE, CA	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	0615 PDT	Type of Airspace:	Class G

## Airport Information

Airport:	OROVILLE (OVE)	Runway Surface Type:	Asphalt
Airport Elevation:	199 ft	Runway Surface Condition:	Dry
Runway Used:	19	IFR Approach:	None
Runway Length/Width:	5960 ft / 150 ft	VFR Approach/Landing:	Stop and Go

## Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	1 Minor	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Minor	Latitude, Longitude:	

## Administrative Information

Investigator In Charge (IIC):	THOMAS H WILCOX	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> .		

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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. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).