



# National Transportation Safety Board Aviation Accident Data Summary

<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>Injuries:</b>	2 Minor
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## 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

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

### Findings

1. (F) BRAKES(NORMAL) - INADVERTENT USE - PILOT IN COMMAND

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

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: LANDING - ROLL

## Findings

### 5. (F) TERRAIN CONDITION - DITCH

#### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	
<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>	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>Engines:</b>	1 Reciprocating
<b>Operator:</b>	PETER R. LARSEN	<b>Engine Manufacturer:</b>	LYCOMING
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	O-235 SERIES
<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>	CIC, 199 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	None / 0 ft agl	<b>Wind Speed/Gusts, Direction:</b>	/ ,
<b>Temperature:</b>		<b>Visibility</b>	30 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	OROVILLE, CA	<b>Destination:</b>	

#### Airport Information

<b>Airport:</b>	OROVILLE (OVE)	<b>Runway Surface Type:</b>	Asphalt
<b>Runway Used:</b>	19	<b>Runway Surface Condition:</b>	Dry
<b>Runway Length/Width:</b>	5960 ft / 150 ft		

#### Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Minor	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 Minor	<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): THOMAS H WILCOX

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.