



National Transportation Safety Board Aviation Accident Final Report

Location:	OASIS, CA	Accident Number:	LAX85LA247
Date & Time:	05/01/1985, 0700 PDT	Registration:	N58613
Aircraft:	CESSNA 182P	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

TO ACCOMODATE HIS PAX'S REQUEST TO BE TRANSPORTED CLOSE TO HIS DESTINATION, THE PLT LANDED THE ACFT ON A 350 FOOT-LONG DIRT ROAD. THE PAX DISEMBARKED & THE PLT ATTEMPTED TO TAKE OFF ON THE SAME ROAD. THE ACFT BECAME AIRBORNE IN GRND EFFECT, CLIMBED APRX 5 FT THEN SETTLED BACK ON THE ROAD. THE ACFT OVERRAN THE END OF THE ROAD & ENTERED SANDY TERRAIN. THE PLT STATED THAT HE REALIZED THE ACFT WOULD NOT ACCELERATE IN THE SAND, SO HE ABORTED THE TAKEOFF. AS THE ACFT SLOWED TO A STOP IT NOSED OVER.

Probable Cause and Findings

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

Findings

Occurrence #1: OVERRUN

Phase of Operation: TAKEOFF - ROLL/RUN

Findings

1. (F) AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - NONE SUITABLE
2. (C) PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND
3. (F) AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - LOOSE GRAVEL/SANDY
4. (C) AIRSPEED(VLO) - NOT ATTAINED - PILOT IN COMMAND
5. STALL/MUSH - NOT CORRECTED - PILOT IN COMMAND

Occurrence #2: NOSE OVER

Phase of Operation: LANDING - ROLL

Findings

6. ABORTED TAKEOFF - INTENTIONAL - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Flight Instructor; Commercial	Age:	23, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane Single-engine	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	845 hours (Total, all aircraft), 20 hours (Total, this make and model), 746 hours (Pilot In Command, all aircraft), 84 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N58613
Model/Series:	182P 182P	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	18262175
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	2950 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	O-470-R
Registered Owner:	JAMES W. LARSH	Rated Power:	230 hp
Operator:	JAMES W. LARSH	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	50 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	5 knots / 10 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	90°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	24° C
Precipitation and Obscuration:			
Departure Point:	OASIS, CA	Type of Flight Plan Filed:	None
Destination:	SAN DIEGO, CA (SEE)	Type of Clearance:	None
Departure Time:	0700 PDT	Type of Airspace:	Class G

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:	

Administrative Information

Investigator In Charge (IIC):	WAYNE POLLACK	Report Date:	
Additional Participating Persons:	R. C. MORTON; RIVERSIDE, CA		
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 pubinquiry@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. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).