



Aviation Investigation Final Report

Location:	RIO LINDA, California	Accident Number:	LAX86LA148
Date & Time:	March 20, 1986, 11:30 Local	Registration:	N89698
Aircraft:	CESSNA 140	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

ON MARCH 20, 1986, A CESSNA 140 NOSED OVER IN MUD AFTER RUNNING OFF RUNWAY 17. VMC PREVAILED AT THE TIME. THE AIRCRAFT WAS SUBSTANTIALLY DAMAGED AND THE PILOT AND HIS PASSENGER WERE NOT INJURED. THE PILOT STATED HE WAS TOO FAST ON HIS APPROACH AND RAN OFF THE RUNWAY INTO MUD WHERE 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: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

1. LIGHT CONDITION - DAYLIGHT
2. (C) PLANNED APPROACH - MISJUDGED - PILOT IN COMMAND
3. (C) TOTAL - PILOT IN COMMAND
4. (C) REMEDIAL ACTION - NOT PERFORMED - PILOT IN COMMAND
5. (C) RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND

Occurrence #2: NOSE DOWN
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Factual Information

Pilot Information

Certificate:	Private	Age:	66, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Unknown	Last FAA Medical Exam:	April 5, 1985
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	89 hours (Total, all aircraft), 26 hours (Total, this make and model), 41 hours (Pilot In Command, all aircraft), 4 hours (Last 90 days, all aircraft), 2 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N89698
Model/Series:	140 140	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	8747
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	July 27, 1985 Annual	Certified Max Gross Wt.:	1450 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	3476 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	C-85-12F
Registered Owner:	JAMES L GARRETT	Rated Power:	85 Horsepower
Operator:	JAMES L. GARRETT	Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	SAC	Distance from Accident Site:	
Observation Time:	11:53 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Scattered / 25000 ft AGL	Visibility	6 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	18°C / 10°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	10:50 Local	Type of Airspace:	Class G

Airport Information

Airport:	RIO LINDA Q94	Runway Surface Type:	Asphalt
Airport Elevation:	45 ft msl	Runway Surface Condition:	Dry
Runway Used:	17	IFR Approach:	None
Runway Length/Width:	2750 ft / 75 ft	VFR Approach/Landing:	Traffic pattern

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
Total Injuries:	2 None	Latitude, Longitude:	38.680271,-121.449737(est)

Administrative Information

Investigator In Charge (IIC):	Mucho, Gary
Additional Participating Persons:	GEORGE ROOPE; SACRAMENTO , CA
Original Publish Date:	March 10, 1988
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=25098

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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](#).