



Aviation Investigation Final Report

Location:	FULLERTON, California	Accident Number:	LAX86LA184
Date & Time:	April 21, 1986, 10:44 Local	Registration:	N4162Q
Aircraft:	CESSNA 310N	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE ACFT OVERRAN THE RWY DURING AN ABORTED TAKEOFF. THE PLT HAD FLOWN THE ACFT THE DAY PRIOR ON HIS BFR AND CONDUCTED A 'THOROUGH PREFLIGHT' INSP. ON THE DAY OF THE ACCIDENT, HE PREFLIGHTED THE ACFT AGAIN AND FLEW IT WITHOUT INCIDENT. HE THEN REFUELED THE ACFT AND LEFT IT UNATTENDED FOR APRX 90MINS. WHEN THE PLT RETURNED HE 'DID A VISUAL WALK AROUND' BEFORE ENTERING THE ACFT. DURING THE TAKEOFF GROUND RUN, AT 95 MPH, HE HEARD 'EXCESSIVE WIND NOISE.' HE THEN STARTED TO ROTATE AND FELT A VIBRATION. THE TAKEOFF WAS ABORTED AND THE ACFT RAN OFF THE END OF THE RWY. THE PLT STATED THE BRAKES FADDED THE LAST 100 FT OF TRAVEL. THE ACFT WAS EXAMINED AND THE INSPECTION PANEL WAS FOUND HANGING FROM THE RIGHT HORIZONTAL STABILIZER. THE PANEL HAD 1 SCREW HOLDING IT IN PLACE AND 1 SCREW WAS IN THE NUT PLATE, BUT NOT THROUGH THE PANEL. THE OPERATORS MANUAL STATES TO MAKE AN EXTERIOR INSPECTION PRIOR TO STARTING THE ENGINES. THE ACCELERATE STOP DISTANCE WAS APRX 2,600 FT. RWY LENGTH AT THE ARPT IS 3,121 FT.

Probable Cause and Findings

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

Findings

Occurrence #1: MISCELLANEOUS/OTHER

Phase of Operation: TAKEOFF - ROLL/RUN

Findings

1. (F) FLIGHT CONTROL,ELEVATOR - VIBRATION
2. (C) AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
3. (C) COMPLACENCY - PILOT IN COMMAND
4. (C) FLIGHT MANUALS - NOT FOLLOWED - PILOT IN COMMAND

Occurrence #2: OVERRUN

Phase of Operation: LANDING - ROLL

Findings

5. (F) LANDING GEAR,NORMAL BRAKE SYSTEM - OVERTEMPERATURE
6. (F) PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
7. (C) IN-FLIGHT PLANNING/DECISION - DELAYED - PILOT IN COMMAND
8. (C) ABORTED TAKEOFF - DELAYED - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Commercial	Age:	51, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	September 4, 1985
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	1565 hours (Total, all aircraft), 382 hours (Total, this make and model), 1333 hours (Pilot In Command, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N4162Q
Model/Series:	310N 310N	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	310N-0062
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	December 8, 1985 Annual	Certified Max Gross Wt.:	5200 lbs
Time Since Last Inspection:	40 Hrs	Engines:	2 Reciprocating
Airframe Total Time:	1986 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	IO-470-V
Registered Owner:		Rated Power:	260 Horsepower
Operator:	NORMAN A. TAKAKI	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:	FUL ,96 ft msl	Distance from Accident Site:	
Observation Time:	10:44 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	7 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	210°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	26°C / 13°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	FULLERTON , CA (FUL)	Type of Flight Plan Filed:	None
Destination:	LAS VEGAS , NV (LAS)	Type of Clearance:	None
Departure Time:	10:40 Local	Type of Airspace:	Class D

Airport Information

Airport:	FULLERTON FUL	Runway Surface Type:	Asphalt
Airport Elevation:	96 ft msl	Runway Surface Condition:	Dry
Runway Used:	24	IFR Approach:	None
Runway Length/Width:	3121 ft / 75 ft	VFR Approach/Landing:	Precautionary landing

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:	

Administrative Information

Investigator In Charge (IIC): Wilcox, Thomas

Additional Participating Persons:

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.ntsb.gov/Docket?ProjectID=25127>

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](#).