



Aviation Investigation Final Report

Location:	CHESTER, California	Accident Number:	LAX86LA321
Date & Time:	August 14, 1986, 16:30 Local	Registration:	N7373H
Aircraft:	CESSNA A185F	Aircraft Damage:	Substantial
Defining Event:		Injuries:	3 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

AFTER SERVICING THE AIRCRAFT'S FUEL TANKS TO THEIR 80 GALLON CAPACITY THE PILOT, HIS INSTRUCTOR PILOT, AND THEIR PASSENGER BACK TAXIED APPROXIMATELY 1,300 FEET FROM THE DEPARTURE END OF THE RWY AND STARTED THEIR TAKEOFF. WHEN THE AIRCRAFT FAILED TO CLIMB AFTER ROTATION THE INSTRUCTOR PILOT ABORTED THE TAKEOFF. THE AIRCRAFT RAN OFF THE END OF THE RUNWAY, IMPACTED A FENCE, AND NOSED OVER ON ITS BACK.

Probable Cause and Findings

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

Findings

Occurrence #1: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

1. (F) OBJECT - FENCE
 2. (F) PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND
 3. (C) ALL AVAILABLE RUNWAY - NOT USED - PILOT IN COMMAND
 4. (F) CLIMB - NOT ATTAINED - PILOT IN COMMAND
 5. (C) ABORTED TAKEOFF - DELAYED - CHECK PILOT
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Occurrence #2: NOSE OVER
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Factual Information

Pilot Information

Certificate:	Private	Age:	48, 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:	None Expired	Last FAA Medical Exam:	May 29, 1980
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	260 hours (Total, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N7373H
Model/Series:	A185F A185F	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal; Utility	Serial Number:	18503379
Landing Gear Type:	Tailwheel	Seats:	6
Date/Type of Last Inspection:	July 31, 1986 Annual	Certified Max Gross Wt.:	3350 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	179 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	IO-520-D
Registered Owner:	LONE PINE LOGGING CO	Rated Power:	300 Horsepower
Operator:		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:	SVE ,4152 ft msl	Distance from Accident Site:	32 Nautical Miles
Observation Time:	15:38 Local	Direction from Accident Site:	63°
Lowest Cloud Condition:	Scattered / 5000 ft AGL	Visibility	50 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	11 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	50°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	34°C / 4°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	CHESTER , CA (005)	Type of Flight Plan Filed:	None
Destination:	WENATCHEE , WA (EAT)	Type of Clearance:	None
Departure Time:	16:30 Local	Type of Airspace:	Class G

Airport Information

Airport:	CHESTER 005	Runway Surface Type:	Asphalt
Airport Elevation:	4528 ft msl	Runway Surface Condition:	Dry
Runway Used:	33	IFR Approach:	None
Runway Length/Width:	5380 ft / 60 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	3 None	Latitude, Longitude:	39.959873,-121.000709(est)

Administrative Information

Investigator In Charge (IIC):	Wall, James
Additional Participating Persons:	JACK HOWELL; RENO , NV
Original Publish Date:	March 10, 1988
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=25232

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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](#).