



Aviation Investigation Final Report

Location:	FULLERTON, California	Accident Number:	LAX87LA171
Date & Time:	April 4, 1987, 12:50 Local	Registration:	N5690N
Aircraft:	MOONEY M20J	Aircraft Damage:	Minor
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

WHILE HOLDING SHORT OF THE RUNWAY BEHIND A CESSNA 182R, THE PILOT OF A MOONEY M20J, REACHED OVER TO TIGHTEN HIS FOUR YEAR OLD SONS SEATBELT. THE PILOTS FOOT CAME OFF THE TOE BRAKE AND THE AIRCRAFT ROLLED FORWARD AND COLLIDED WITH THE CESSNA.

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 - ON GROUND/WATER
Phase of Operation: STANDING - ENGINE(S) OPERATING

Findings

1. (C) PARKING BRAKES - NOT USED - PILOT IN COMMAND
2. (C) VISUAL LOOKOUT - INATTENTIVE - PILOT IN COMMAND
3. (F) REMEDIAL ACTION - DELAYED - PILOT IN COMMAND

Occurrence #2: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: STANDING - ENGINE(S) OPERATING

Findings

4. (F) OBJECT - AIRCRAFT PARKED/STANDING

Factual Information

Pilot Information

Certificate:	Private	Age:	34, 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 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	June 4, 1985
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	204 hours (Total, all aircraft), 46 hours (Total, this make and model), 204 hours (Pilot In Command, all aircraft), 11 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	MOONEY	Registration:	N5690N
Model/Series:	M20J M20J	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	24-1406
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	100 hour	Certified Max Gross Wt.:	2740 lbs
Time Since Last Inspection:	47 Hrs	Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	LYCOMING
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	IO-360-A3B6D
Registered Owner:	VINYARD PAUL III	Rated Power:	200 Horsepower
Operator:	VINYAR, PAUL III	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:	13:00 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	15 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	245°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	23°C / 15°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	FULLERTON , CA (FUL)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	00:00 Local	Type of Airspace:	Class E

Airport Information

Airport:	FULLERTON FUL	Runway Surface Type:	Asphalt
Airport Elevation:		Runway Surface Condition:	Dry
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	None

Wreckage and Impact Information

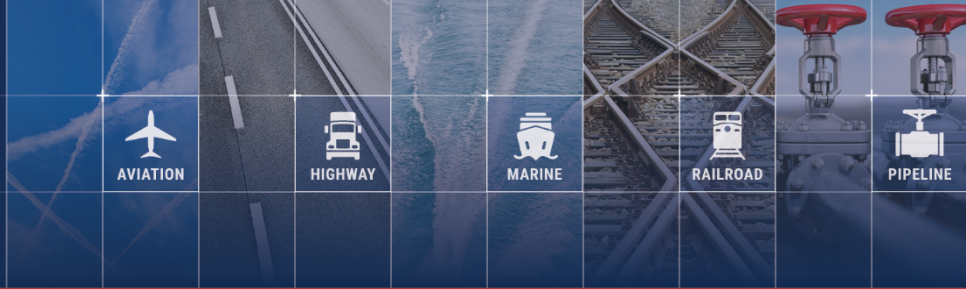
Crew Injuries:	1 None	Aircraft Damage:	Minor
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	Eckrote, Debra
Additional Participating Persons:	LINDA SILVERTOOTH; LONG BEACH , CA
Original Publish Date:	March 30, 1988
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=25560

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](#).



Aviation Investigation Final Report

Location:	FULLERTON, California	Accident Number:	LAX87LA171
Date & Time:	April 4, 1987, 12:50 Local	Registration:	N5456N
Aircraft:	CESSNA 182R	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

WHILE HOLDING SHORT OF THE RUNWAY BEHIND A CESSNA 182R, THE PILOT OF A MOONEY M20J, REACHED OVER TO TIGHTEN HIS FOUR YEAR OLD SONS SEATBELT. THE PILOTS FOOT CAME OFF THE TOE BRAKE AND THE AIRCRAFT ROLLED FORWARD AND COLLIDED WITH THE CESSNA.

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: STANDING - ENGINE(S) OPERATING

Findings

1. (F) OBJECT - AIRCRAFT PARKED/STANDING
2. (C) VISUAL LOOKOUT - INATTENTIVE - PILOT OF OTHER AIRCRAFT
3. (F) DIVERTED ATTENTION - PILOT OF OTHER AIRCRAFT

Factual Information

Pilot Information

Certificate:	Private	Age:	43, Male
Airplane Rating(s):	Single-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 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	April 2, 1987
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	1031 hours (Total, all aircraft), 367 hours (Total, this make and model), 1009 hours (Pilot In Command, all aircraft), 1 hours (Last 90 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N5456N
Model/Series:	182R 182R	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Utility	Serial Number:	18267727
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	November 17, 1986 100 hour	Certified Max Gross Wt.:	2800 lbs
Time Since Last Inspection:	85 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1681 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	O-470-U
Registered Owner:	JAMES D. BUCHANAN	Rated Power:	230 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:	FUL ,96 ft msl	Distance from Accident Site:	
Observation Time:	13:00 Local	Direction from Accident Site:	
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Lowest Ceiling:	None	Visibility (RVR):	
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Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	23°C / 15°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	00:00 Local	Type of Airspace:	Class E

Airport Information

Airport:	FULLERTON FUL	Runway Surface Type:	Asphalt
Airport Elevation:		Runway Surface Condition:	Dry
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	None

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):	Eckrote, Debra
Additional Participating Persons:	LINDA SILVERTOOTH; LONG BEACH , CA
Original Publish Date:	March 30, 1988
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=25560

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