



Aviation Investigation Final Report

Location:	LOWER LAKE, California	Accident Number:	LAX87LA186
Date & Time:	April 20, 1987, 11:40 Local	Registration:	N69628
Aircraft:	CESSNA 310Q	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

A CESSNA 310Q OVERRAN RWY 30 AND COLLIDED WITH TERRAIN OFF THE DEPARTURE END. A WITNESS STATED THE ACFT LANDED AT APRX MID-FIELD ON THE 2,485 FT BY 50 FT ASPHALT RWY AND WAS UNABLE TO STOP. BASED ON THE WITNESSES' STATEMENT APRX 1,240 FT WOULD BE AVAILABLE FOR LANDING. THE PLT REPORTED TO THE FAA THE WINDS WERE CALM AT THE TIME. THE AIRPORT MASTER RECORD INDICATES THAT THERE ARE 50 FT TREES LOCATED 400 FT ON A 130 DEGREE RADIAL FROM THE DISPLACED THRESHOLD. RWY 30 HAS A 380 FT DISPLACED THRESHOLD LEAVING 2,105 FT REMAINING FOR LANDING TOUCHDOWN AND ROLLOUT. THE OPERATORS MANUAL FOR THE CESSNA 310Q INDICATES AN APPROXIMATE DISTANCE OF 1,500 FT WOULD BE REQUIRED TO LAND OVER A 50 FT OBSTACLE. ACCORDING TO THE POLICE REPORT, THE PLT INDICATED THAT HE HAD MADE A NORMAL APPROACH AND LANDING, BUT THE ROLLOUT WAS 'LONGER THAN NORMAL.' THE PLT DID NOT INDICATE TO THE POLICE THAT THERE WAS ANY MECHANICAL FAILURES OR MALFUNCTIONS.

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: LANDING - ROLL

Findings

1. (F) TERRAIN CONDITION - HIGH VEGETATION
2. (C) PLANNED APPROACH - POOR - PILOT IN COMMAND
3. (C) PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
4. (F) GO-AROUND - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: LANDING - ROLL

Findings

5. ABORTED LANDING - NOT ATTAINED - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Commercial	Age:	39, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Unknown
Other Aircraft Rating(s):	Helicopter	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	August 5, 1986
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	1500 hours (Total, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N69628
Model/Series:	310Q 310Q	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	0824
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	5200 lbs
Time Since Last Inspection:		Engines:	2 Reciprocating
Airframe Total Time:		Engine Manufacturer:	CONTINENTAL
ELT:		Engine Model/Series:	IO-470-VO
Registered Owner:	SHEA, CHARLES H.	Rated Power:	260 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:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Unknown	Visibility	25 miles
Lowest Ceiling:	Unknown	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	SAN JOSE , CA (SJC)	Type of Flight Plan Filed:	None
Destination:	LOWER LAKE , CA (209)	Type of Clearance:	None
Departure Time:	11:00 Local	Type of Airspace:	Class G

Airport Information

Airport:	PEARCE FIELD 209	Runway Surface Type:	Asphalt
Airport Elevation:	1385 ft msl	Runway Surface Condition:	
Runway Used:	30	IFR Approach:	None
Runway Length/Width:	2485 ft / 50 ft	VFR Approach/Landing:	

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	38.910511,-122.790596(est)

Administrative Information

Investigator In Charge (IIC):	Wilcox, Thomas
Additional Participating Persons:	SHIRELY LEHR; SACRAMENTO , CA
Original Publish Date:	February 14, 1989
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=25574

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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](#).