



# Aviation Investigation Final Report

<b>Location:</b>	JULIAN, California	<b>Accident Number:</b>	LAX89LA175
<b>Date &amp; Time:</b>	April 30, 1989, 14:30 Local	<b>Registration:</b>	N9276V
<b>Aircraft:</b>	MOONEY M20E	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

ACCORDING TO THE PILOT, HE LANDED TO THE NORTH ON A 2,000 FOOT RUNWAY, THEN TAXIED TO A 1,000 FOOT RUNWAY TO TAKEOFF TO THE WEST. THE OAT WAS 80 DEGREES F, THE WINDS WERE FROM THE WNW AT 10 KNOTS, AND THE AIRPORT ELEVATION WAS 1,600 FEET MSL. THE PILOT SAID HE HAD DETERMINED THAT THERE WAS MORE THAN ADEQUATE RUNWAY AVAILABLE FOR A NORMAL DEPARTURE. HE SAID THE TAKEOFF APPEARED NORMAL BUT EVIDENTLY THE LOOSE SAND EXTENDED THE TAKEOFF ROLL. JUST AS THE AIRPLANE BECAME AIRBORNE IT IMPACTED A FENCE AT THE END OF THE AIRPORT.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE INADEQUATE PREFLIGHT PLANNING/PREPARATION BY THE PILOT. CONTRIBUTING TO THE ACCIDENT WAS THE LOOSE GRAVEL RUNWAY AND THE FENCE WHICH THE AIRPLANE WAS UNABLE TO CLEAR.

## Findings

Occurrence #1: IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation: TAKEOFF - INITIAL CLIMB

### Findings

1. (F) TERRAIN CONDITION - LOOSE GRAVEL/SANDY

2. (C) PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. (C) PERFORMANCE DATA - NOT UNDERSTOOD - PILOT IN COMMAND
4. (F) OBJECT - FENCE
5. (C) WRONG RUNWAY - SELECTED - PILOT IN COMMAND
6. (C) DISTANCE - INADEQUATE

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Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: DESCENT - UNCONTROLLED

## Factual Information

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	46, Male
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Valid Medical--w/ waivers/lim	<b>Last FAA Medical Exam:</b>	January 6, 1988
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	889 hours (Total, all aircraft), 340 hours (Total, this make and model), 850 hours (Pilot In Command, all aircraft), 25 hours (Last 90 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	MOONEY	<b>Registration:</b>	N9276V
<b>Model/Series:</b>	M20E M20E	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	690062
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	October 25, 1988 100 hour	<b>Certified Max Gross Wt.:</b>	2575 lbs
<b>Time Since Last Inspection:</b>	75 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	3386 Hrs	<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>		<b>Engine Model/Series:</b>	IO-360-A1A
<b>Registered Owner:</b>	LINDROS, EDDIE	<b>Rated Power:</b>	200 Horsepower
<b>Operator:</b>	EDDIE LINDROS	<b>Operating Certificate(s) Held:</b>	None
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>		<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>		<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	10 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	300°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>		<b>Temperature/Dew Point:</b>	27°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>		<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>		<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	14:30 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	BUTTERFIELD RANCH NONE	<b>Runway Surface Type:</b>	Dirt
<b>Airport Elevation:</b>	1600 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	27	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	1000 ft	<b>VFR Approach/Landing:</b>	None

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	2 None	<b>Latitude, Longitude:</b>	33.01926,-116.490837(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Isbell, Shelby
<b>Additional Participating Persons:</b>	STEVE DREW; SAN DIEGO , CA
<b>Original Publish Date:</b>	August 2, 1990
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=26394">https://data.nts.gov/Docket?ProjectID=26394</a>

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