



Aviation Investigation Final Report

Location:	NOVATO, California	Accident Number:	LAX91LA287
Date & Time:	June 3, 1991, 23:00 Local	Registration:	N9967M
Aircraft:	CESSNA C-U206B	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PILOT WAS PERFORMING NIGHT TAKEOFFS AND LANDINGS TO BECOME CURRENT FOR NIGHT OPERATIONS. HE DEPARTED RUNWAY 13 AND LANDED ON RUNWAY 31. AFTER LANDING ON RUNWAY 31 AND ROLLING OUT TO THE END OF THE RUNWAY THE PILOT AGAIN DEPARTED RUNWAY 13. THE PILOT FORGOT TO PLACE THE MIXTURE CONTROL IN THE RICH POSITION AND BEGAN THE TAKEOFF ROLL. WHEN THE AIRPLANE WAS ABOUT TWO THIRDS DOWN THE RUNWAY THE AIRPLANE'S AIRSPEED WAS INSUFFICIENT TO EFFECT LIFT-OFF. THE PILOT ABORTED THE TAKEOFF BUT THE REMAINING RUNWAY WAS INSUFFICIENT TO STOP THE AIRPLANE ON THE RUNWAY. THE AIRPLANE OVERRAN THE DEPARTURE END OF THE RUNWAY AND ENTERED THE SOFT AND ROUGH TERRAIN AND NOSED OVER ONTO ITS BACK.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT IMPROPERLY USED THE MIXTURE CONTROL, FAILED TO ATTAIN THE AIRSPEED AND DELAYED IN ABORTING THE TAKEOFF.

Findings

Occurrence #1: OVERRUN
Phase of Operation: TAKEOFF - ABORTED

Findings

1. (C) MIXTURE - IMPROPER USE OF - PILOT IN COMMAND
2. (C) AIRSPEED - NOT ATTAINED - PILOT IN COMMAND
3. (C) ABORT - DELAYED - PILOT IN COMMAND

Occurrence #2: NOSE OVER

Phase of Operation: TAKEOFF - ABORTED

Findings

4. TERRAIN CONDITION - ROUGH/UNEVEN
5. TERRAIN CONDITION - SOFT

Factual Information

Pilot Information

Certificate:	Private	Age:	42, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Unknown
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	December 15, 1989
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	350 hours (Total, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N9967M
Model/Series:	C-U206B C-U206B	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:		Serial Number:	U20604617
Landing Gear Type:	Tricycle	Seats:	6
Date/Type of Last Inspection:	January 2, 2000 Unknown	Certified Max Gross Wt.:	3600 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	IO-520-L
Registered Owner:	BARRY, JOHN D.	Rated Power:	300 Horsepower
Operator:	BARRY, JOHN D.	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:	Night/bright
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	30 miles
Lowest Ceiling:	None	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:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	22:30 Local	Type of Airspace:	

Airport Information

Airport:	GNOSS 056	Runway Surface Type:	Asphalt
Airport Elevation:	1 ft msl	Runway Surface Condition:	Dry
Runway Used:	31	IFR Approach:	None
Runway Length/Width:	3300 ft / 60 ft	VFR Approach/Landing:	Full stop;None

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:	38.100818,-122.629714(est)

Administrative Information

Investigator In Charge (IIC):	Llorente, Abdon
Additional Participating Persons:	THOMAS D TESSENY; OAKLAND , CA
Original Publish Date:	March 24, 1993
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=27270

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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](#).