



# Aviation Investigation Final Report

<b>Location:</b>	LONE PINE, California	<b>Accident Number:</b>	LAX92LA240
<b>Date &amp; Time:</b>	May 30, 1992, 10:00 Local	<b>Registration:</b>	N3349L
<b>Aircraft:</b>	CESSNA 185E	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	3 Minor
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

IN HIS WRITTEN STATEMENT, THE PILOT SAID HE WAS TAKING OFF ON THE 1,800 FOOT AIRSTRIP AND COMPUTED A TAKEOFF DISTANCE OF 1,600 FEET. ON TAKEOFF ROLL, HE SAID THE AIRPLANE'S ENGINE WAS NOT DEVELOPING THE POWER IT SHOULD HAVE. HE SAID THE AIRPLANE WENT THROUGH A BARBED WIRE FENCE AND ENDING UP IMPACTING THE OPPOSITE BANK OF A CREEK. HE FURTHER STATED, HE MADE A JUDGEMENT ERROR IN NOT PICKING A GO, NO GO POINT AND THEN ABORTING THE TAKEOFF, AVOIDING THE FENCE AND CREEK. A SPECIFIC REASON WAS NOT PROVIDED TO SUBSTANTIATE THE REPORTED DEGRADATION OF ENGINE POWER.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT DID NOT ABORT THE TAKEOFF IN TIME TO AVOID THE ON GROUND COLLISION WITH THE FENCE AND CREEK BANK.

## Findings

Occurrence #1: OVERRUN  
Phase of Operation: TAKEOFF - ROLL/RUN

- Findings
1. OBJECT - FENCE
  2. AIRSPEED - NOT ATTAINED

3. (C) ABORTED TAKEOFF - DELAYED - PILOT IN COMMAND

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

Findings

4. TERRAIN CONDITION - DIRT BANK/RISING EMBANKMENT

## Factual Information

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	68, Male
<b>Airplane Rating(s):</b>	Single-engine land; Single-engine sea; Multi-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	None	<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>	July 15, 1990
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	1739 hours (Total, all aircraft), 960 hours (Total, this make and model), 5 hours (Last 90 days, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N3349L
<b>Model/Series:</b>	185E 185E	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	185-1301
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	February 1, 1992 Annual	<b>Certified Max Gross Wt.:</b>	3300 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	CONTINENTAL
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	IO-520-D
<b>Registered Owner:</b>	JOSEPH A. JOHNSON	<b>Rated Power:</b>	300 Horsepower
<b>Operator:</b>	JOSEPH A. JOHNSON	<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>	30 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	/	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	0°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>		<b>Temperature/Dew Point:</b>	14°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	(NONE)	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	BAKERSFIELD , CA (L91 )	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	10:00 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	MONACHE MEADOWS NONE	<b>Runway Surface Type:</b>	Gravel
<b>Airport Elevation:</b>	8000 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	0	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	1800 ft	<b>VFR Approach/Landing:</b>	None

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Minor	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	2 Minor	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	3 Minor	<b>Latitude, Longitude:</b>	36.560161,-118.049812(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Childress, Richard
<b>Additional Participating Persons:</b>	DON MAHAFFY; FRESNO , CA
<b>Original Publish Date:</b>	September 28, 1993
<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=27644">https://data.nts.gov/Docket?ProjectID=27644</a>

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