



Aviation Investigation Final Report

Location:	REDDING, California	Accident Number:	LAX92LA321
Date & Time:	July 29, 1992, 18:30 Local	Registration:	N5116T
Aircraft:	CESSNA R182	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PILOT SAID HE WAS ATTEMPTING A DOWNWIND TAKEOFF ON THE 2,420 FOOT LONG RUNWAY 33 WITH A TAIL WIND COMPONENT OF ABOUT 12 KNOTS. THE PILOT SAID THAT AT THE HALFWAY POINT ON THE RUNWAY HE DID NOT HAVE SUFFICIENT INDICATED AIRSPEED TO CONTINUE AND HE ABORTED THE TAKEOFF. THE AIRCRAFT OVER RAN THE END OF THE RUNWAY, COLLIDED WITH A DITCH 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 PILOTS SELECTION OF THE WRONG RUNWAY FOR TAKEOFF UNDER THE EXISTING WIND CONDITIONS.

Findings

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

Findings

1. WEATHER CONDITION - TAILWIND
 2. (C) PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
 3. (C) WRONG RUNWAY - SELECTED - PILOT IN COMMAND
 4. AIRSPEED - NOT ATTAINED
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Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: TAKEOFF - ABORTED

Findings

5. TERRAIN CONDITION - DITCH

Occurrence #3: NOSE OVER
Phase of Operation: LANDING - ABORTED

Factual Information

Pilot Information

Certificate:	Private	Age:	35, 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 2 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	June 3, 1992
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	324 hours (Total, all aircraft), 67 hours (Total, this make and model), 211 hours (Pilot In Command, all aircraft), 44 hours (Last 90 days, all aircraft), 7 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N5116T
Model/Series:	R182 R182	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	R18201816
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	May 28, 1992 100 hour	Certified Max Gross Wt.:	3100 lbs
Time Since Last Inspection:	65 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	3049 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	O-540-J3C5D
Registered Owner:	HILLSIDE AVIATION, INC.	Rated Power:	235 Horsepower
Operator:	HILLSIDE AVIATION, INC.	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:	RDD ,502 ft msl	Distance from Accident Site:	8 Nautical Miles
Observation Time:	18:45 Local	Direction from Accident Site:	114°
Lowest Cloud Condition:	Clear	Visibility	50 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	15 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	190°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	38°C / 10°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	18:29 Local	Type of Airspace:	Class G

Airport Information

Airport:	BENTON FIELD O85	Runway Surface Type:	Asphalt
Airport Elevation:	700 ft msl	Runway Surface Condition:	Dry
Runway Used:	33	IFR Approach:	None
Runway Length/Width:	2420 ft / 80 ft	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:	40.599594,-122.459373(est)

Administrative Information

Investigator In Charge (IIC): Rich, Jeff

Additional Participating Persons: JOHN HANCOCK; SACRAMENTO , CA

Original Publish Date: September 14, 1993

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=27707>

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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](#).