



National Transportation Safety Board Aviation Accident Final Report

Location:	MAMMOTH LAKES, CA	Accident Number:	LAX90LA273
Date & Time:	08/01/1990, 1605 PDT	Registration:	N51872
Aircraft:	CESSNA 172P	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None

Flight Conducted Under: Part 91: General Aviation - Business

Analysis

THE CERTIFICATED COMMERCIAL PILOT, THE SOLE OCCUPANT, WAS TAXIING TO THE AIRPORT RAMP AFTER LANDING AND NOTICED TUMBLEWEEDS AND DEBRIS BEING BLOWN IN THE DIRECTION OF HIS AIRPLANE. THE PILOT STOPPED THE AIRPLANE AND A FEW SECONDS LATER, THE AIRPLANE WAS STRUCK BY HIGH VELOCITY WINDS. THE AIRPLANE WAS LIFTED UP AND INVERTED. THE PILOT WAS NOT INJURED. THUNDERSTORMS AND VIRGA WERE REPORTED IN THE AREA.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: INADVERTENT ENCOUNTER WITH HIGH VELOCITY WINDS.

Findings

Occurrence #1: ON GROUND/WATER ENCOUNTER WITH WEATHER
Phase of Operation: TAXI - FROM LANDING

Findings

1. (C) WEATHER CONDITION - HIGH WIND

Occurrence #2: MISCELLANEOUS/OTHER
Phase of Operation: STANDING - ENGINE(S) OPERATING

Factual Information

Pilot Information

Certificate:	Commercial	Age:	46, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Unknown
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane Single-engine; Instrument Airplane	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	11/28/1989
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	4096 hours (Total, all aircraft), 1618 hours (Total, this make and model), 3972 hours (Pilot In Command, all aircraft), 152 hours (Last 90 days, all aircraft), 52 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N51872
Model/Series:	172P 172P	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	17274367
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	05/16/1990, 100 Hour	Certified Max Gross Wt.:	2150 lbs
Time Since Last Inspection:	61 Hours	Engines:	1 Reciprocating
Airframe Total Time:	3851 Hours	Engine Manufacturer:	LYCOMING
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	O-320-D2J
Registered Owner:	ROD PHILBRICK	Rated Power:	160 hp
Operator:	HANGER #1 AERO SERVICE	Operating Certificate(s) Held:	On-demand Air Taxi (135)

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Thin Broken / 8000 ft agl	Visibility	40 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	15 knots / 25 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	250°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	28° C / 1° C
Precipitation and Obscuration:			
Departure Point:	BISHOP, CA (BIH)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1535 PDT	Type of Airspace:	

Airport Information

Airport:	MAMMOTH LAKES (MMH)	Runway Surface Type:	Asphalt
Airport Elevation:	7128 ft	Runway Surface Condition:	Dry
Runway Used:	27	IFR Approach:	None
Runway Length/Width:	7000 ft / 100 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	THOMAS H WILCOX	Report Date:	12/08/1992
Additional Participating Persons:	HUGH J ROCHE		
Publish Date:			
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

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The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).