



National Transportation Safety Board Aviation Accident Final Report

Location:	SPANGLE, WA	Accident Number:	SEA01LA013
Date & Time:	11/02/2000, 1900 PST	Registration:	N734UW
Aircraft:	Cessna 172N	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

During a night approach to an unlighted field, the pilot came in high in order to avoid the trees off the approach end of the runway. After crossing the runway threshold and pulling the power to idle, the pilot realized that he was too high. He therefore elected to slip the aircraft in order to lose altitude. During the slip, the aircraft drifted beyond the side boundary of the runway and touched down in an adjacent plowed field. Although the touchdown was uneventful, soon thereafter the nose gear sank into the soft dirt and the aircraft nosed over. According to the pilot, he did not realize he had allowed the aircraft to drift over the plowed field until after the nose gear started to sink into the terrain.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's inadequately executed remedial action and his failure to ensure that the aircraft touched down at the proper location. Factors include a dark night, an unlighted runway, and trees off the approach end of the runway.

Findings

Occurrence #1: NOSE OVER
Phase of Operation: LANDING - ROLL

Findings

1. (C) REMEDIAL ACTION - INADEQUATE - PILOT IN COMMAND
2. (C) PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
3. (F) LIGHT CONDITION - DARK NIGHT
4. (F) AIRPORT FACILITIES, RUNWAY EDGE LIGHTS - NOT AVAILABLE ON SELECTED RUNWAY
5. (F) OBJECT - TREE(S)

Factual Information

On November 2, 2000, approximately 1900 Pacific standard time, a Cessna 172N, N734UW, nosed over during the landing roll in a plowed field adjacent to the turf runway at Spangle Field, Spangle, Washington. The private pilot, who was the sole occupant, was not injured, but the aircraft, which was owned and operated by Felts Field Aviation, sustained substantial damage. The 14 CFR Part 91 personal pleasure flight, which departed Felts Field, Spokane, Washington, about 25 minutes earlier, was being operated in night visual meteorological conditions. No flight plan had been filed. The ELT did not activate.

According to the pilot, who was attempting to land at the unlighted field on a dark night, after turning on his landing light and making two low passes over the field, he decided to land. Because there were trees off the approach end of the runway, he came in high with full flaps and then cut the power to idle over the end of the runway. Seeing that he was too high and realizing that he needed to initiate remedial action, he slipped the aircraft to the left in order to lose altitude. During the slip sequence, the aircraft drifted beyond the side boundary of the runway and touched down in an adjacent plowed field. Although the touchdown was uneventful, during the landing roll, the nose gear dug into the soft terrain and the aircraft nosed over. According to the pilot, he did not realize he had drifted beyond the runway edge until the aircraft encountered the soft terrain.

Pilot Information

Certificate:	Private	Age:	46, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	02/03/1999
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	295 hours (Total, all aircraft), 170 hours (Total, this make and model), 266 hours (Pilot In Command, all aircraft), 20 hours (Last 90 days, all aircraft), 4 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N734UW
Model/Series:	172N 172N	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	17269134
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	10/17/2000, 100 Hour	Certified Max Gross Wt.:	2300 lbs
Time Since Last Inspection:	30 Hours	Engines:	1 Reciprocating
Airframe Total Time:	4747 Hours	Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	O-320-H2AD
Registered Owner:	FELTS FIELD AVIATION	Rated Power:	160 hp
Operator:	FELTS FIELD AVIATION	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Scattered / 20000 ft agl	Visibility	10 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	Light and Variable /	Turbulence Type Forecast/Actual:	/
Wind Direction:	Variable	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:			
Departure Point:	SPOKANE, WA (SFF)	Type of Flight Plan Filed:	None
Destination:	(03WA)	Type of Clearance:	None
Departure Time:	1835 PST	Type of Airspace:	Class G

Airport Information

Airport:	SPANGLE FIELD	Runway Surface Type:	Grass/turf
Airport Elevation:	2440 ft	Runway Surface Condition:	Dry
Runway Used:	18	IFR Approach:	None
Runway Length/Width:	2800 ft / 70 ft	VFR Approach/Landing:	Full Stop

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):	ORRIN K ANDERSON	Report Date:	05/18/2001
Additional Participating Persons:	BOB RASMUSSEN		
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 pubinquiry@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.ntsbt.gov/pubdms/ .		

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