



National Transportation Safety Board Aviation Accident Factual Report

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| Location: | Twentynine Palm, CA | Accident Number: | LAX03LA146 |
| Date & Time: | 05/01/2003, 1400 PDT | Registration: | N1607D |
| Aircraft: | Cessna 170A | Aircraft Damage: | Substantial |
| Defining Event: | | Injuries: | 2 None |
| Flight Conducted Under: | Part 91: General Aviation - Personal | | |

On May 1, 2003, about 1400 Pacific daylight time, a Cessna 170A, N1607D, nosed over during landing rollout at the Twentynine Palms (uncontrolled) Airport, Twentynine Palms, California. The airplane, operated by the pilot, was substantially damaged. Neither the commercial pilot nor the passenger was injured. Visual meteorological conditions prevailed during the personal flight that was performed under the provisions of 14 CFR Part 91. No flight plan was filed. The flight originated from Tehachapi, California, about 1250.

The pilot reported that approaching Twentynine Palms for landing he had received the local weather information from the airport's Unicom operator. The pilot indicated that the wind was from about 320 degrees at 12 knots, with occasional 28-knot gusts. The pilot made a straight-in approach and made a wheel landing without incident on runway 26, between 400 and 500 feet beyond the runway's threshold. During rollout, the airplane began to weathervane to the right. The pilot stated that he initially maintained directional control by applying rudder and left brake. However, as he lowered the tail he lost control when a wind gust was encountered, and the airplane nosed over on the runway. According to the pilot, during the accident no mechanical malfunctions or failures were experienced with the airplane.

Pilot Information

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| Certificate: | Flight Instructor; Commercial | Age: | 58, Male |
| Airplane Rating(s): | Multi-engine Land; Single-engine Land | Seat Occupied: | Right |
| Other Aircraft Rating(s): | None | Restraint Used: | Seatbelt |
| Instrument Rating(s): | Airplane | Second Pilot Present: | No |
| Instructor Rating(s): | Airplane Single-engine | Toxicology Performed: | No |
| Medical Certification: | Class 2 Valid Medical--w/ waivers/lim. | Last FAA Medical Exam: | 10/29/2001 |
| Occupational Pilot: | | Last Flight Review or Equivalent: | 08/20/2002 |
| Flight Time: | 9201 hours (Total, all aircraft), 340 hours (Total, this make and model), 8800 hours (Pilot In Command, all aircraft), 55 hours (Last 90 days, all aircraft), 12 hours (Last 30 days, all aircraft), 6 hours (Last 24 hours, all aircraft) | | |

Aircraft and Owner/Operator Information

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| Aircraft Make: | Cessna | Registration: | N1607D |
| Model/Series: | 170A | Aircraft Category: | Airplane |
| Year of Manufacture: | | Amateur Built: | No |
| Airworthiness Certificate: | Normal | Serial Number: | 20249 |
| Landing Gear Type: | Tailwheel | Seats: | 4 |
| Date/Type of Last Inspection: | 05/14/2002, Annual | Certified Max Gross Wt.: | 2200 lbs |
| Time Since Last Inspection: | 14 Hours | Engines: | 1 Reciprocating |
| Airframe Total Time: | 2515 Hours at time of accident | Engine Manufacturer: | Continental |
| ELT: | Installed, not activated | Engine Model/Series: | C-145 |
| Registered Owner: | Phil E. Neff | Rated Power: | 145 hp |
| Operator: | Alvin Couturier | Operating Certificate(s) Held: | None |

Meteorological Information and Flight Plan

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| Conditions at Accident Site: | Visual Conditions | Condition of Light: | Day |
| Observation Facility, Elevation: | NXP, 2055 ft msl | Distance from Accident Site: | 15 Nautical Miles |
| Observation Time: | 1455 PDT | Direction from Accident Site: | 295° |
| Lowest Cloud Condition: | Few / 20000 ft agl | Visibility | 7 Miles |
| Lowest Ceiling: | None | Visibility (RVR): | |
| Wind Speed/Gusts: | 3 knots / | Turbulence Type Forecast/Actual: | / |
| Wind Direction: | Variable | Turbulence Severity Forecast/Actual: | / |
| Altimeter Setting: | 29.93 inches Hg | Temperature/Dew Point: | 21 °C / -4 °C |
| Precipitation and Obscuration: | | | |
| Departure Point: | Tehachapi, CA (TSP) | Type of Flight Plan Filed: | None |
| Destination: | Twentynine Palm, CA (TNP) | Type of Clearance: | None |
| Departure Time: | 1250 PDT | Type of Airspace: | Class G |

Airport Information

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|----------------------|------------------------|---------------------------|------------------------|
| Airport: | Twentynine Palms (TNP) | Runway Surface Type: | Asphalt |
| Airport Elevation: | 1905 ft | Runway Surface Condition: | Dry |
| Runway Used: | 26 | IFR Approach: | None |
| Runway Length/Width: | 5531 ft / 50 ft | VFR Approach/Landing: | Full Stop; Straight-in |

Wreckage and Impact Information

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|---------------------|--------|----------------------|------------------------|
| 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: | 34.132222, -115.945833 |

Administrative Information

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| Investigator In Charge (IIC): | WAYNE POLLACK |
| Additional Participating Persons: | Allan Ashbury; Federal Aviation Administration; Riverside, CA |
| 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/ . |