



National Transportation Safety Board Aviation Accident Final Report

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		

Analysis

During the landing rollout the airplane encountered a gust of wind and nosed over. The pilot stated that approaching the airport he had received the local weather information from the airport's Unicom, which indicated the wind was from 320 degrees, at 12 knots, with occasional 28-knot gusts. The pilot made a straight-in approach and touched down without incident on runway 26. During the rollout, a wind gust was encountered. The pilot indicated that despite his efforts at maintaining airplane control, he lost control and the airplane nosed over on the runway.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's inadequate compensation and his failure to maintain aircraft control. The gusty wind condition was a contributing factor.

Findings

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

Findings

1. (F) WEATHER CONDITION - GUSTS
2. (C) COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
3. (C) AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Factual Information

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

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

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

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

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

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

Investigator In Charge (IIC):	WAYNE POLLACK	Report Date:	10/28/2004
Additional Participating Persons:	Allan Ashbury; Federal Aviation Administration; Riverside, CA		
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/ .		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

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](#).