



National Transportation Safety Board Aviation Accident Factual Report

Location:	Coalinga, CA	Accident Number:	LAX05CA082
Date & Time:	02/02/2005, 1530 PST	Registration:	N521JD
Aircraft:	Cessna 172S	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

On February 2, 2005, about 1530 Pacific standard time, a Cessna 172S, N521JD, veered off the runway and nosed over during landing rollout at Harris Ranch Airport, Coalinga, California. Kern Charter Service, Inc., was operating the airplane under the provisions of 14 CFR Part 91. The private pilot and one passenger were not injured; the airplane sustained substantial damage. The personal cross-country flight departed Bakersfield Municipal Airport, Bakersfield, California, about 1435. Visual meteorological conditions prevailed, and a flight plan had not been filed.

In telephone interview with a National Transportation Safety Board investigator, the pilot reported that he performed a normal landing on runway 32 at Coalinga. The airplane touched down past the runway designation markings, and at the airplane's normal touchdown speed, about 50 knots. During touchdown, the airplane bounced once, and the pilot attempted to correct and transition the airplane to the landing rollout. Established in the landing rollout phase, the pilot determined that insufficient runway remained to stop the airplane. He elected not to perform an aborted landing due to the short runway. The airplane overran the end of the runway and the nose landing gear impacted soft dirt. The airplane nosed over and came to rest inverted.

The pilot reported no mechanical malfunctions or failures with the airplane.

The Airport/Facility Directory Southwest U.S., indicated that runway 32 was 2,820 feet long, 30 feet wide.

Advisory Circular 61-21A, Flight Training Handbook, under Bouncing During Touchdown, states in part: 1. When the airplane contacts the ground with a sharp impact as the result of an improper attitude or an excessive sink rate, it tends to bounce back into the air; 2. The severity of the bounce depends on the airspeed at the moment of contact and the degree to which the angle of attack or pitch attitude was increased; 3. When a bounce is severe, the safest procedure is to execute a go-around immediately. No attempt to salvage the landing should be made; and 4. The go-around procedure should be continued even though the airplane may descend and another bounce may be encountered.

Pilot Information

Certificate:	Private	Age:	39, Male
Airplane Rating(s):	None	Seat Occupied:	
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	None	Second Pilot Present:	
Instructor Rating(s):		Toxicology Performed:	
Medical Certification:	Class 3	Last FAA Medical Exam:	06/03/2003
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	200 hours (Total, all aircraft), 200 hours (Total, this make and model), 100 hours (Last 90 days, all aircraft), 1 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N521JD
Model/Series:	172S	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	172S8027
Landing Gear Type:	Tricycle	Seats:	
Date/Type of Last Inspection:		Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Lycoming
ELT:		Engine Model/Series:	IO-360 Series
Registered Owner:	Kern Charter Service Inc.	Rated Power:	
Operator:	Kern Charter Service Inc.	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	10 Miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	Calm /	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:			
Departure Point:	Bakersfield, CA (L45)	Type of Flight Plan Filed:	None
Destination:	Coalinga, CA (308)	Type of Clearance:	None
Departure Time:		Type of Airspace:	Class E

Airport Information

Airport:	Harris Ranch Airport (308)	Runway Surface Type:	Asphalt
Airport Elevation:		Runway Surface Condition:	Dry
Runway Used:	32	IFR Approach:	None
Runway Length/Width:	2820 ft / 30 ft	VFR Approach/Landing:	Full Stop; Traffic Pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	
Total Injuries:	2 None	Latitude, Longitude:	36.247778, -120.237500

Administrative Information

Investigator In Charge (IIC):	Patrick Jones
Additional Participating Persons:	Roy Hardy; Federal Aviation Administration; Fresno, CA
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
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/ .