



National Transportation Safety Board Aviation Accident Final 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		

Analysis

The airplane encountered soft soil and nosed over during a landing overrun. The pilot said he touched down beyond the threshold and the airplane bounced once. By the time the pilot had recovered from the bounce and the airplane was in the landing rollout, the pilot determined that insufficient runway remained to stop the airplane. He elected not to perform an aborted landing due to the short runway and continued braking efforts. The airplane overran the end of the runway and the nose landing gear encountered soft dirt. The airplane nosed over and came to rest inverted.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the pilot's inadequate recovery from a bounced landing, and his failure to abort the landing.

Findings

Occurrence #1: HARD LANDING

Phase of Operation: LANDING - ROLL

Findings

1. FLARE - MISJUDGED - PILOT IN COMMAND
2. (C) RECOVERY FROM BOUNCED LANDING - INADEQUATE - PILOT IN COMMAND

Occurrence #2: OVERRUN

Phase of Operation: LANDING - ROLL

Findings

3. (C) ABORTED LANDING - NOT PERFORMED - PILOT IN COMMAND

Occurrence #3: NOSE OVER

Phase of Operation: LANDING - ROLL

Findings

4. TERRAIN CONDITION - SOFT

Factual Information

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 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 Manufacturer:	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:	Not installed	Engine Model/Series:	IO-360 Series
Registered Owner:	Kern Charter Service Inc.	Rated Power:	
Operator:	Kern Charter Service Inc.	Air Carrier Operating Certificate:	None

Meteorological Information and Flight Plan

Observation Facility, Elevation:		Observation Time:	
Distance from Accident Site:		Condition of Light:	Day
Direction from Accident Site:		Conditions at Accident Site:	Visual Conditions
Lowest Cloud Condition:	Clear	Temperature/Dew Point:	
Lowest Ceiling:	None	Visibility	10 Miles
Wind Speed/Gusts, Direction:	Calm	Visibility (RVR):	
Altimeter Setting:		Visibility (RVV):	
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		

Administrative Information

Investigator In Charge (IIC):	Patrick Jones	Adopted Date:	04/28/2005
Additional Participating Persons:	Roy Hardy; Federal Aviation Administration; Fresno, CA		
Publish Date:			
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/ .		

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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.