



National Transportation Safety Board Aviation Accident Final Report

Location:	San Diego, CA	Accident Number:	LAX07CA100
Date & Time:	03/03/2007, 1100 PST	Registration:	N78DH
Aircraft:	Hirsch Thorp T-18	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 Minor
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The conventional gear airplane bounced two times after touchdown and nosed over. On the first bounce, the pilot added a small amount of power to allow the airplane to settle back onto the runway. However, the airplane bounced again, and he added full power in an attempt to go around and pushed forward on the control stick. The propeller then contacted the runway and the airplane nosed over. The pilot stated that there were no mechanical failures or malfunctions during the flight.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's improper bounced landing recovery and improper use of the flight controls that resulted in a porpoise and a nose over.

Findings

Occurrence #1: NOSE OVER
Phase of Operation: LANDING

Findings

1. (C) RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
2. (C) PORPOISE/PILOT-INDUCED OSCILLATION - NOT CORRECTED - PILOT IN COMMAND
3. ABORTED LANDING - ATTEMPTED - PILOT IN COMMAND
4. (C) FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Private	Age:	61, 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 With Waivers/Limitations	Last FAA Medical Exam:	03/01/2007
Occupational Pilot:		Last Flight Review or Equivalent:	03/01/2006
Flight Time:	284 hours (Total, all aircraft), 4 hours (Total, this make and model), 76 hours (Pilot In Command, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Hirsch	Registration:	N78DH
Model/Series:	Thorp T-18	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	Yes
Airworthiness Certificate:	Experimental	Serial Number:	125
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	03/01/2006, Condition	Certified Max Gross Wt.:	1950 lbs
Time Since Last Inspection:	6 Hours	Engines:	1 Reciprocating
Airframe Total Time:	1778.4 Hours as of last inspection	Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	O-320-D25
Registered Owner:	On file	Rated Power:	170 hp
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	SDM, 526 ft msl	Distance from Accident Site:	
Observation Time:	1053 PST	Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	10 Miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	11 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	60°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.2 inches Hg	Temperature/Dew Point:	21° C / -4° C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	San Diego, CA (SDM)	Type of Flight Plan Filed:	None
Destination:	San Diego, CA	Type of Clearance:	VFR
Departure Time:	1000 PST	Type of Airspace:	

Airport Information

Airport:	BROWN FIELD MUNI (SDM)	Runway Surface Type:	Asphalt; Concrete
Airport Elevation:	525 ft	Runway Surface Condition:	Dry
Runway Used:	8L	IFR Approach:	None
Runway Length/Width:	7972 ft / 150 ft	VFR Approach/Landing:	Traffic Pattern

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	1 Minor	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Minor	Latitude, Longitude:	32.566667, -116.966667

Administrative Information

Investigator In Charge (IIC):	Patrick H Jones	Report Date:	05/29/2007
Additional Participating Persons:	Carl Allen; Federal Aviation Administration; San Diego, 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 pubinquiry@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](#).