



Aviation Investigation Final Report

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|--------------------------------|--------------------------------------|-------------------------|-------------|
| Location: | TRACY, California | Accident Number: | LAX86LA230 |
| Date & Time: | May 17, 1986, 20:00 Local | Registration: | N7176T |
| Aircraft: | CESSNA 172B | Aircraft Damage: | Substantial |
| Defining Event: | | Injuries: | 4 None |
| Flight Conducted Under: | Part 91: General aviation - Personal | | |

Analysis

THE ACFT VEERED OFF A RURAL DIRT ROAD BEING USED AS AN AIRSTRIP AND NOSED OVER IN A FARM FIELD. THE PLT INDICATED THAT HE WAS ATTEMPTING TO LAND ON A NARROW DIRT FARM ROAD WHEN THE ACFT VEERED INTO A FRESHLY PLOWED AND IRRIGATED TOMATO FIELD. THE NOSE GEAR SANK AND THE ACFT NOSED OVER. THE PLT ALSO INDICATED THAT THE DIRT ROAD WAS APRX 10 FT WIDE. THE OPERATORS MANUAL FOR THE CESSNA 172A ILLUSTRATES THE WIDTH OF THE MAIN LANDING GEAR AS 7 FT 2 INCHES.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: LANDING - ROLL

Findings

1. (C) AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - INADEQUATE
2. (F) TERRAIN CONDITION - SOFT
3. (C) JUDGMENT - POOR - PILOT IN COMMAND
4. (F) OVERCONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
5. (F) PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2: NOSE OVER
Phase of Operation: LANDING - ROLL

Factual Information

Pilot Information

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|----------------------------------|--|--|------------------|
| Certificate: | Commercial | Age: | 41, Male |
| Airplane Rating(s): | Single-engine land; Single-engine sea | Seat Occupied: | Left |
| Other Aircraft Rating(s): | None | Restraint Used: | |
| Instrument Rating(s): | None | Second Pilot Present: | No |
| Instructor Rating(s): | None | Toxicology Performed: | No |
| Medical Certification: | Class 2 Valid Medical--no waivers/lim. | Last FAA Medical Exam: | January 14, 1985 |
| Occupational Pilot: | No | Last Flight Review or Equivalent: | |
| Flight Time: | 574 hours (Total, all aircraft), 409 hours (Total, this make and model), 499 hours (Pilot In Command, all aircraft), 7 hours (Last 90 days, all aircraft), 2 hours (Last 24 hours, all aircraft) | | |

Aircraft and Owner/Operator Information

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|--------------------------------------|--------------------------|---------------------------------------|-----------------|
| Aircraft Make: | CESSNA | Registration: | N7176T |
| Model/Series: | 172B 172B | Aircraft Category: | Airplane |
| Year of Manufacture: | | Amateur Built: | |
| Airworthiness Certificate: | Normal; Utility | Serial Number: | 17246776 |
| Landing Gear Type: | Tricycle | Seats: | 4 |
| Date/Type of Last Inspection: | September 1, 1985 Annual | Certified Max Gross Wt.: | 2200 lbs |
| Time Since Last Inspection: | 32 Hrs | Engines: | 1 Reciprocating |
| Airframe Total Time: | 2651 Hrs | Engine Manufacturer: | CONTINENTAL |
| ELT: | Installed, not activated | Engine Model/Series: | O-300 |
| Registered Owner: | LARRY J FISTOLERA | Rated Power: | 145 Horsepower |
| Operator: | | Operating Certificate(s) Held: | None |
| Operator Does Business As: | | Operator Designator Code: | |

Meteorological Information and Flight Plan

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|---|----------------------------------|---|----------|
| Conditions at Accident Site: | Visual (VMC) | Condition of Light: | Dusk |
| Observation Facility, Elevation: | | Distance from Accident Site: | |
| Observation Time: | | Direction from Accident Site: | |
| Lowest Cloud Condition: | Clear | Visibility | 50 miles |
| Lowest Ceiling: | None | Visibility (RVR): | |
| Wind Speed/Gusts: | / | Turbulence Type Forecast/Actual: | / |
| Wind Direction: | 0° | Turbulence Severity Forecast/Actual: | / |
| Altimeter Setting: | 30 inches Hg | Temperature/Dew Point: | 27°C |
| Precipitation and Obscuration: | No Obscuration; No Precipitation | | |
| Departure Point: | TRACY, CA | Type of Flight Plan Filed: | None |
| Destination: | | Type of Clearance: | None |
| Departure Time: | 19:00 Local | Type of Airspace: | Class G |

Airport Information

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|-----------------------------|-----------------|----------------------------------|-----------------------|
| Airport: | | Runway Surface Type: | Dirt |
| Airport Elevation: | 60 ft msl | Runway Surface Condition: | Rough |
| Runway Used: | 0 | IFR Approach: | None |
| Runway Length/Width: | 2500 ft / 10 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: | 3 None | Aircraft Fire: | None |
| Ground Injuries: | N/A | Aircraft Explosion: | None |
| Total Injuries: | 4 None | Latitude, Longitude: | 37.729419,-121.420379(est) |

Administrative Information

Investigator In Charge (IIC): Wilcox, Thomas

Additional Participating Persons:

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=25167>

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).