



Aviation Investigation Final Report

Location:	DAVIS, California	Accident Number:	LAX95LA071
Date & Time:	January 2, 1995, 09:40 Local	Registration:	N7098M
Aircraft:	CESSNA 175	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PILOT SAID HE WAS ON FINAL APPROACH TO A COUNTY DIRT ROAD HE INTENDED TO USE AS A RUNWAY WHEN THE ENGINE FALTERED AT 75-100 FEET AGL. THE RPM'S FELL FROM 1800 RPM TO BELOW 1000 RPM. HE SAID HE HAD PLANNED HIS GLIDEPATH TO MISS A TREE ON THE ROADWAY SHOULDER. THE ENGINE WOULD NOT RESPOND TO THROTTLE ADVANCEMENT, SO THE PILOT ELECTED TO LAND SHORT ON THE ROADWAY. THE PILOT TURNED THE AIRCRAFT TO THE LEFT TO MISS THE TREE, AND THE LEFT MAIN GEAR SLIPPED OFF THE ROAD AND INTO SOFT SOIL. THE ENGINE THEN RESPONDED TO THROTTLE APPLICATION AND THE PILOT ATTEMPTED TO STEER THE AIRCRAFT BACK ONTO THE CENTER OF THE ROAD. ACCUMULATED SOFT DIRT IN FRONT OF THE MAIN GEAR PULLED THE NOSE GEAR OFF THE ROAD AND INTO SOFT DIRT, WHICH CAUSED THE AIRCRAFT TO NOSE OVER. POSTACCIDENT EXAMINATION OF THE AIRCRAFT BY FAA INSPECTORS REVEALED NO DISCREPANCIES WITH THE AIRFRAME OR ENGINE.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the failure of the pilot to maintain directional control of the aircraft while on the rollout phase of landing on a dirt road. A factor in the accident was the pilot's intentional selection of the road as a landing site.

Findings

Occurrence #1: NOSE OVER

Phase of Operation: LANDING - ROLL

Findings

1. TERRAIN CONDITION - SOFT
2. (F) UNSUITABLE TERRAIN OR TAKEOFF/LANDING/TAXI AREA - SELECTED - PILOT IN COMMAND
3. (C) DIRECTIONAL CONTROL - NOT OBTAINED/MAINTAINED - PILOT IN COMMAND

Factual Information

On January 2, 1995, at 0940 Pacific standard time, a Cessna 175, N7098M, nosed over after encountering soft soil while landing on a county road near Davis, California. The aircraft was owned and operated by the pilot. Visual meteorological conditions prevailed at the time and no flight plan was filed for the operation. The aircraft incurred substantial damage. The certificated private pilot, the sole occupant, was not injured. The flight originated at the Yolo County Airport, Davis, California, at 0920 as a personal flight to a ranch near the road used for the landing.

The pilot stated in the Pilot/Operator written report that while on final to land on the roadway, he observed his sink rate to be faster than desired. To correct the situation, he advanced the throttle to increase his glidepath in order to touchdown beyond a tree at the side of the road. The pilot said that about 75-100 feet agl, the "engine faltered and rpm fell off to below 1,000 rpm." The engine did not respond to his throttle adjustment, so he selected to land short.

After touchdown, the pilot steered the aircraft to the left to avoid the wing striking a tree. The left main landing gear was running parallel to the north edge of the road when it slipped off the road surface and into the soft-dirt shoulder. The pilot continued to rollout parallel to the road while he attempted to apply power along with right rudder, in an attempt to move the aircraft back onto the road surface. About the time the engine responded to the throttle advancement, soft dirt had accumulated in front of the main gear, and this pulled the nose gear into the soft shoulder. The pilot then pulled power off and attempted to slow the aircraft with the right toe brake. The aircraft rolled into freshly tilled soil and nosed over.

A FAA inspector from the Sacramento Flight Standards District Office examined the aircraft and found no discrepancies with the airframe or engine.

Pilot Information

Certificate:	Private	Age:	60, Male
Airplane Rating(s):	Single-engine land	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 3 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	May 7, 1993
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	1014 hours (Total, all aircraft), 234 hours (Total, this make and model), 1000 hours (Pilot In Command, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N7098M
Model/Series:	175 175	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	55398
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	April 8, 1994 Annual	Certified Max Gross Wt.:	2350 lbs
Time Since Last Inspection:	60 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	2615 Hrs	Engine Manufacturer:	Continental
ELT:	Installed, not activated	Engine Model/Series:	GO-300-A
Registered Owner:	JOHN M. HAYNES	Rated Power:	175 Horsepower
Operator:		Operating Certificate(s) Held:	None
Operator Does Business As:	LIBRAIRE	Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	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:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	45°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	6°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	, CA (2Q3)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	09:30 Local	Type of Airspace:	Class G

Airport Information

Airport:	COUNTY DIRT ROAD	Runway Surface Type:	Dirt
Airport Elevation:		Runway Surface Condition:	Dry
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Full stop;Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	38.549236,-121.799438(est)

Administrative Information

Investigator In Charge (IIC):	Rich, Jeff
Additional Participating Persons:	NANCY LIPPY; SACRAMENTO , CA
Original Publish Date:	August 31, 1995
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=29009

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](#).