



AVIATION



HIGHWAY



MARINE



RAILROAD



PIPELINE

Aviation Investigation Final Report

Location:	Bermuda Dunes, California	Accident Number:	LAX03LA028
Date & Time:	November 11, 2002, 13:10 Local	Registration:	N275HP
Aircraft:	Boeing B75N1	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The airplane veered off of the runway during landing and nosed over. During the landing roll with a 90-degree right crosswind, the airplane began to weathervane to the right. The pilot applied aft elevator, full left rudder, and full left brake. The left wing contacted the runway, and the airplane departed the runway. It went into sand and came to rest inverted. The airport manager reported that gusty wind conditions existed during the time of the accident.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the pilot's inadequate compensation for gusty crosswind conditions and his failure to maintain directional control.

Findings

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

Findings

1. WEATHER CONDITION - CROSSWIND
2. WEATHER CONDITION - GUSTS
3. (C) COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
4. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: LANDING - ROLL

Findings

5. TERRAIN CONDITION - SOFT

Occurrence #3: NOSE OVER
Phase of Operation: LANDING - ROLL

Factual Information

On November 11, 2002, about 1310 Pacific standard time, a Boeing B75N1, N275HP, veered off runway 28 and nosed over after encountering soft sand while landing at Bermuda Dunes Airport (UDD), Bermuda Dunes, California. The pilot/owner was operating the airplane under the provisions of 14 CFR Part 91. The commercial pilot, the sole occupant, was not injured. The airplane sustained substantial damage. Visual meteorological conditions prevailed, and no flight plan had been filed. The personal flight originated at the airport at 1230.

A Federal Aviation Administration inspector interviewed the pilot. The pilot stated that as he was landing on runway 28, a gust of wind caused a loss of directional control and the airplane veered off the runway, into the sand, and nosed over.

In a written statement submitted by the pilot, he stated that he made a normal approach to runway 28. He determined that the winds were from 010 degrees at 10 knots, gusting to 15 knots. The touchdown was normal on the main wheels approximately 1,000 feet from the approach end of the runway. He held the crosswind correction until the tail wheel began to drop to the runway.

The pilot applied the left brake as the airplane began to weathervane to the right. With "full up elevator," full left rudder, and full left brake applied, the left wing contacted the runway. The airplane departed the right side of the runway and went into the sand. As the airplane contacted the sand with the main gear, the propeller hit the ground and the airplane came to rest inverted.

The winds reported at Deserts Resorts Regional Airport, approximately 10 miles southeast of UDD, were from 300 degrees at 5 knots. The winds reported at Palm Springs International Airport, approximately 13 nm northwest of UDD, were from 350 degrees at 8 knots, gusting 15 knots.

In a telephone interview with the airport manager, he stated that there were occasional gusts during the time of the accident.

Pilot Information

Certificate:	Commercial	Age:	71,Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land	Seat Occupied:	Rear
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane single-engine; Instrument airplane	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	February 15, 2002
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	July 30, 2001
Flight Time:	6050 hours (Total, all aircraft), 670 hours (Total, this make and model), 4250 hours (Pilot In Command, all aircraft), 29 hours (Last 90 days, all aircraft), 5 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Boeing	Registration:	N275HP
Model/Series:	B75N1	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	75-7561
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	May 31, 2002 Annual	Certified Max Gross Wt.:	3000 lbs
Time Since Last Inspection:	30 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	565 Hrs as of last inspection	Engine Manufacturer:	Jacobs
ELT:	Installed, not activated	Engine Model/Series:	R-755B2
Registered Owner:	Chalker Building Co Inc.	Rated Power:	275 Horsepower
Operator:		Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	TRM,-114 ft msl	Distance from Accident Site:	10 Nautical Miles
Observation Time:	13:54 Local	Direction from Accident Site:	120°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	4 knots / None	Turbulence Type Forecast/Actual:	/
Wind Direction:	300°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.05 inches Hg	Temperature/Dew Point:	28°C / 1°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Bermuda Dunes, CA (UDD)	Type of Flight Plan Filed:	None
Destination:	Bermuda Dunes, CA (UDD)	Type of Clearance:	None
Departure Time:	12:30 Local	Type of Airspace:	Class E

Airport Information

Airport:	Bermuda Dunes UDD	Runway Surface Type:	Asphalt
Airport Elevation:	73 ft msl	Runway Surface Condition:	Dry
Runway Used:	28	IFR Approach:	None
Runway Length/Width:	5000 ft / 70 ft	VFR Approach/Landing:	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:	33.748611,-116.274719

Administrative Information

Investigator In Charge (IIC): Petterson, George

Additional Participating Persons: Brad Howard; Federal Aviation Administration; Riverside, CA

Original Publish Date: December 28, 2004

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=56032>

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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](#).