



National Transportation Safety Board Aviation Accident Data Summary

Location:	RIMROCK, WA	Accident Number:	SEA96LA108
Date & Time:	06/01/1996, 1500 PDT	Registration:	N2965N
Aircraft:	Cessna 120	Injuries:	1 Minor, 1 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The pilot attempted to take off from a 2,471-foot-long rough turf runway. He reported that the takeoff attempt went normally until the airplane reached a speed of 40 to 45 MPH and that the airplane did not accelerate beyond that speed. Unable to accelerate or to get airborne by the point on the runway at which he was accustomed to doing so, the pilot aborted the takeoff and initiated braking. The tailwheel-equipped airplane nosed over onto its back about 200 feet short of the runway end. After the accident, an FAA inspector computed the airplane to be 32 pounds over maximum gross weight. The U.S. Government and Washington state airport directories indicated that the unattended airport was closed from October 1 through June 1. Density altitude at the airport was calculated to be 3,424 feet.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the pilot's delay in aborting the takeoff, and his excessive use of brakes while decelerating the airplane during the aborted takeoff. Factors relating to the accident were: the pilot's loading the airplane above its maximum gross weight, high density altitude, and the rough surface of the runway.

Findings

Occurrence #1: NOSE OVER
Phase of Operation: TAKEOFF - ABORTED

Findings

1. (F) AIRCRAFT WEIGHT AND BALANCE - EXCEEDED - PILOT IN COMMAND
2. (F) WEATHER CONDITION - HIGH DENSITY ALTITUDE
3. (C) ABORTED TAKEOFF - DELAYED - PILOT IN COMMAND
4. (C) BRAKES(NORMAL) - EXCESSIVE - PILOT IN COMMAND
5. (F) AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - ROUGH/UNEVEN
6. AIRPORT/FACILITIES - CLOSED

Pilot Information

Certificate:	Private	Age:	38
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	None
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	428 hours (Total, all aircraft), 300 hours (Total, this make and model), 329 hours (Pilot In Command, all aircraft), 8 hours (Last 90 days, all aircraft), 4 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N2965N
Model/Series:	120 120	Engines:	1 Reciprocating
Operator:	LYNN L. HARDEN	Engine Manufacturer:	Continental
Operating Certificate(s) Held:	None	Engine Model/Series:	C-85-12F
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Weather Information Source:	Pilot
Lowest Ceiling:	None / 0 ft agl	Wind Speed/Gusts, Direction:	Calm / ,
Temperature:	22° C	Visibility	30 Miles
Precipitation and Obscuration:			
Departure Point:	(WA49)	Destination:	

Airport Information

Airport:	TIETON STATE (WA49)	Runway Surface Type:	Grass/turf
Runway Used:	20	Runway Surface Condition:	Rough
Runway Length/Width:	2471 ft / 140 ft		

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Latitude, Longitude:			

Administrative Information

Investigator In Charge (IIC): GREGG NESEMEIER Adopted Date: 04/03/1997

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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