



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	CONCORD, CA	<b>Accident Number:</b>	LAX90LA043
<b>Date &amp; Time:</b>	12/02/1989, 1100 PST	<b>Registration:</b>	N2065N
<b>Aircraft:</b>	CESSNA 140	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None

**Flight Conducted Under:** Part 91: General Aviation - Personal

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## Analysis

THE PILOT WAS LANDING ON RUNWAY 32L WITH THE WIND FROM 360 DEGREES AT 6 KTS. DURING THE TOUCHDOWN PHASE, THE AIRCRAFT BEGAN ANGLING OFF THE SIDE OF THE RUNWAY. TO KEEP THE AIRCRAFT FROM DEPARTING THE RUNWAY, THE PILOT APPLIED BRAKES, BUT THE AIRCRAFT NOSED OVER.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: IMPROPER USE OF THE BRAKES BY THE PILOT. THE CROSSWIND AND THE PILOT'S FAILURE TO MAINTAIN RUNWAY ALIGNMENT WERE CONTRIBUTING FACTORS.

## Findings

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Occurrence #1: NOSE OVER  
Phase of Operation: LANDING - ROLL

### Findings

1. (F) WEATHER CONDITION - CROSSWIND
2. (F) PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
3. (C) BRAKES(NORMAL) - IMPROPER USE OF - PILOT IN COMMAND

## Factual Information

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	41, Male
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Seat Occupied:</b>	Unknown
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	06/27/1989
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	241 hours (Total, all aircraft), 178 hours (Total, this make and model), 3 hours (Last 90 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N2065N
<b>Model/Series:</b>	140 140	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>		<b>Serial Number:</b>	12301
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	Unknown	<b>Certified Max Gross Wt.:</b>	1500 lbs
<b>Time Since Last Inspection:</b>	0 Hours	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	CONTINENTAL
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	C-85
<b>Registered Owner:</b>		<b>Rated Power:</b>	85 hp
<b>Operator:</b>	BOONE, RONALD	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	CCR, 23 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	1100 PST	Direction from Accident Site:	0°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	3 Miles
Lowest Ceiling:	Broken / 8000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	360°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	-18°C / -18°C
Precipitation and Obscuration:			
Departure Point:	BYRON, CA (405)	Type of Flight Plan Filed:	None
Destination:	(CCR)	Type of Clearance:	VFR
Departure Time:	1050 PST	Type of Airspace:	

## Airport Information

Airport:	BUCHANAN (CCR)	Runway Surface Type:	Asphalt
Airport Elevation:	23 ft	Runway Surface Condition:	Dry
Runway Used:	32L	IFR Approach:	None
Runway Length/Width:	2800 ft / 150 ft	VFR Approach/Landing:	Straight-in

## Wreckage and Impact Information

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

## Administrative Information

Investigator In Charge (IIC):	R. GARY MUCHO	Report Date:	07/09/1990
Additional Participating Persons:	STEVE LEEPER		
Publish Date:			
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 <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

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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](#).