



National Transportation Safety Board Aviation Accident Final Report

Location:	Mineral Canyon, UT	Accident Number:	WPR10CA043
Date & Time:	11/01/2009, 1015 MST	Registration:	N2729N
Aircraft:	CESSNA 120	Aircraft Damage:	Substantial
Defining Event:	Nose over/nose down	Injuries:	1 Minor, 1 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The pilot reported that during the departure roll the airplane was not performing as he had expected. He opted to abort the takeoff by aggressively applying brakes. The airplane nosed over, damaging the wings and tail section. The pilot stated that accident could have been prevented if he had "better control of braking." He further added that there were no preimpact mechanical malfunctions or failures 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 pilot's incorrect use of brakes, which resulted in the airplane nosing over.

Findings

Aircraft

Personnel issues	Use of equip/system - Pilot (Cause)
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Factual Information

History of Flight

Takeoff-rejected takeoff Nose over/nose down (Defining event)

Pilot Information

Certificate:	Private	Age:	36
Airplane Rating(s):	Single-engine Land	Seat Occupied:	
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	None	Second Pilot Present:	
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 3 Without Waivers/Limitations	Last Medical Exam:	10/23/2006
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	284 hours (Total, all aircraft), 92 hours (Total, this make and model), 208 hours (Pilot In Command, all aircraft), 29 hours (Last 90 days, all aircraft), 23 hours (Last 30 days, all aircraft), 9 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Manufacturer:	CESSNA	Registration:	N2729N
Model/Series:	120	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	12987
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	Annual	Certified Max Gross Wt.:	1450 lbs
Time Since Last Inspection:	7 Hours	Engines:	1 Reciprocating
Airframe Total Time:	3078 Hours	Engine Manufacturer:	CONT MOTOR
ELT:	Installed, not activated	Engine Model/Series:	C85 SERIES
Registered Owner:	AVIATION FACILITIES INC	Rated Power:	85 hp
Operator:	AVIATION FACILITIES INC	Air Carrier Operating Certificate:	None

Meteorological Information and Flight Plan

Observation Facility, Elevation:		Observation Time:	
Distance from Accident Site:		Condition of Light:	Day
Direction from Accident Site:		Conditions at Accident Site:	Visual Conditions
Lowest Cloud Condition:	Clear	Temperature/Dew Point:	
Lowest Ceiling:	None	Visibility	10 Miles
Wind Speed/Gusts, Direction:	Light and Variable, Variable	Visibility (RVR):	
Altimeter Setting:		Visibility (RVV):	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Page, CA (PGA)	Type of Flight Plan Filed:	None
Destination:	Mineral Canyon, UT (UT75)	Type of Clearance:	None
Departure Time:	1100 PST	Type of Airspace:	

Airport Information

Airport:	Mineral Canyon Strip Airport (UT75)	Runway Surface Type:	Asphalt
Airport Elevation:		Runway Surface Condition:	Dry
Runway Used:	14	IFR Approach:	None
Runway Length/Width:	2000 ft / 50 ft	VFR Approach/Landing:	Traffic Pattern

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	Zoe Keliher	Adopted Date:	05/06/2010
Additional Participating Persons:	Scott Lavoy; Federal Aviation Administration; Salt Lake City, UT		
Publish Date:	05/06/2010		
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.		
Investigation Docket:	http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=74991		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

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