



National Transportation Safety Board Aviation Accident Data Summary

Location:	Mineral Canyon, UT	Accident Number:	WPR10CA043
Date & Time:	11/01/2009, 1015 MST	Registration:	N2729N
Aircraft:	CESSNA 120	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.

Flight Events

Takeoff-rejected takeoff - Nose over/nose down

Probable Cause

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-Aircraft oper/perf/capability-Performance/control parameters-Surface speed/braking-
Incorrect use/operation - C
Personnel issues-Task performance-Use of equip/info-Use of equip/system-Pilot - C

Pilot Information

Certificate:	Private	Age:	36
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	None
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
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	Engines:	1 Reciprocating
Operator:	AVIATION FACILITIES INC	Engine Manufacturer:	CONT MOTOR
Air Carrier Operating Certificate:	None	Engine Model/Series:	C85 SERIES
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Observation Facility, Elevation:		Weather Information Source:	Pilot
Conditions at Accident Site:	Visual Conditions	Lowest Ceiling:	None
Condition of Light:	Day	Wind Speed/Gusts, Direction:	Light and Variable, Variable
Temperature:		Visibility	10 Miles
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Page, CA (PGA)	Destination:	Mineral Canyon, UT (UT75)

Airport Information

Airport:	Mineral Canyon Strip Airport (UT75)	Runway Surface Type:	Asphalt
Runway Used:	14	Runway Surface Condition:	Dry
Runway Length/Width:	2000 ft / 50 ft		

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	Zoe Keliher	Adopted 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.

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.