



National Transportation Safety Board Aviation Accident Final Report

Location:	Conroe, TX	Accident Number:	CEN11CA670
Date & Time:	09/01/2011, 1355 CDT	Registration:	N76521
Aircraft:	CESSNA 140	Aircraft Damage:	Substantial
Defining Event:	Nose over/nose down	Injuries:	1 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

During the landing rollout, the pilot applied the brakes and the airplane nosed over. The fuselage, vertical stabilizer, and left wing struts were substantially damaged. The pilot reported no preimpact mechanical malfunctions or failures with the airplane that would have precluded normal operation. He said that the accident could have been prevented if he had allowed the airplane to roll out without applying the brakes.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's excessive use of brakes during the landing.

Findings

Personnel issues	Aircraft control - Pilot (Cause)
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Factual Information

History of Flight

Landing-landing roll	Nose over/nose down (Defining event)
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Pilot Information

Certificate:	Private	Age:	23, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 1 Without Waivers/Limitations	Last Medical Exam:	06/23/2011
Occupational Pilot:	No	Last Flight Review or Equivalent:	05/07/2010
Flight Time:	380 hours (Total, all aircraft), 261 hours (Total, this make and model), 281 hours (Pilot In Command, all aircraft), 63 hours (Last 90 days, all aircraft), 24 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Manufacturer:	CESSNA	Registration:	N76521
Model/Series:	140	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal; Utility	Serial Number:	10953
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	01/02/2011, Annual	Certified Max Gross Wt.:	1450 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	3474 Hours	Engine Manufacturer:	CONT MOTOR
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	C85-12
Registered Owner:	NOSLEN ENTERPRISES	Rated Power:	85 hp
Operator:	NOSLEN ENTERPRISES	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:	37° C / 18° C
Lowest Ceiling:	Broken / 6500 ft agl	Visibility	10 Miles
Wind Speed/Gusts, Direction:	Light and Variable, Variable	Visibility (RVR):	
Altimeter Setting:	29.92 inches Hg	Visibility (RVV):	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	New Waverly, TX (XS09)	Type of Flight Plan Filed:	None
Destination:	Conroe, TX (CXO)	Type of Clearance:	None
Departure Time:	1340 CDT	Type of Airspace:	

Airport Information

Airport:	Lone Star Executive (CXO)	Runway Surface Type:	Concrete
Airport Elevation:		Runway Surface Condition:	Dry
Runway Used:	14	IFR Approach:	None
Runway Length/Width:	6000 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		

Administrative Information

Investigator In Charge (IIC):	Timothy LeBaron	Adopted Date:	12/01/2011
Additional Participating Persons:	Justin Kelly; Federal Aviation Administration; Houston, TX		
Publish Date:	12/01/2011		
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=81917		

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.