



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	Conroe, TX	<b>Accident Number:</b>	CEN11CA670
<b>Date &amp; Time:</b>	09/01/2011, 1355 CDT	<b>Registration:</b>	N76521
<b>Aircraft:</b>	CESSNA 140	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	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.

## Flight Events

Landing-landing roll - Nose over/nose down

## Probable Cause

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-Task performance-Use of equip/info-Aircraft control-Pilot - C

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	23
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Instrument Rating(s):</b>	None
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	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

<b>Aircraft Manufacturer:</b>	CESSNA	<b>Registration:</b>	N76521
<b>Model/Series:</b>	140	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	NOSLEN ENTERPRISES	<b>Engine Manufacturer:</b>	CONT MOTOR
<b>Air Carrier Operating Certificate:</b>	None	<b>Engine Model/Series:</b>	C85-12
<b>Flight Conducted Under:</b>	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:	Broken / 6500 ft agl
Condition of Light:	Day	Wind Speed/Gusts, Direction:	Light and Variable, Variable
Temperature:	37° C / 18° C	Visibility	10 Miles
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	New Waverly, TX (XS09)	Destination:	Conroe, TX (CXO)

## Airport Information

Airport:	Lone Star Executive (CXO)	Runway Surface Type:	Concrete
Runway Used:	14	Runway Surface Condition:	Dry
Runway Length/Width:	6000 ft / 150 ft		

## 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

## Administrative Information

Investigator In Charge (IIC):	Timothy LeBaron	Adopted Date:	12/01/2011
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.		
Investigation Docket:	<a href="http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=81917">http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=81917</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.