



National Transportation Safety Board Aviation Accident Final Report

Location:	Vernon, TX	Accident Number:	CEN13CA399
Date & Time:	07/02/2013, 0825 CDT	Registration:	N72343
Aircraft:	CESSNA 140	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	1 Minor
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

During the takeoff roll from a narrow, dirt, private strip, the pilot stated that the airplane veered to the left. In an attempt to realign the airplane with the runway centerline, he applied excessive right brake, overcorrected, and the airplane nosed over. The pilot reported no preaccident mechanical malfunctions or failures with the airplane that would have precluded normal operation.

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 wheel brakes during the takeoff roll, which resulted in a nose-over.

Findings

Personnel issues	Incorrect action selection - Pilot (Cause)
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Factual Information

History of Flight

Takeoff	Loss of control on ground (Defining event)
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Pilot Information

Certificate:	Private	Age:	22, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Unknown	Last Medical Exam:	12/01/2011
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	151 hours (Total, all aircraft), 20 hours (Total, this make and model), 50 hours (Last 90 days, all aircraft), 30 hours (Last 30 days, all aircraft), 0 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Manufacturer:	CESSNA	Registration:	N72343
Model/Series:	140	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	9527
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	07/01/2013, Annual	Certified Max Gross Wt.:	1450 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	CONT MOTOR
ELT:	Installed, not activated	Engine Model/Series:	C85 SERIES
Registered Owner:	AYDELOTT DONALD R	Rated Power:	85 hp
Operator:	AYDELOTT DONALD R	Air Carrier Operating Certificate:	None

Meteorological Information and Flight Plan

Observation Facility, Elevation:	KF05, 1265 ft msl	Observation Time:	0815 CDT
Distance from Accident Site:	9 Nautical Miles	Condition of Light:	Day
Direction from Accident Site:	343°	Conditions at Accident Site:	Visual Conditions
Lowest Cloud Condition:	Clear	Temperature/Dew Point:	21°C / 7°C
Lowest Ceiling:	None	Visibility	10 Miles
Wind Speed/Gusts, Direction:	4 knots, 20°	Visibility (RVR):	
Altimeter Setting:	30.18 inches Hg	Visibility (RVV):	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Vernon, TX (None)	Type of Flight Plan Filed:	None
Destination:	Vernon, TX (None)	Type of Clearance:	None
Departure Time:	CDT	Type of Airspace:	

Airport Information

Airport:	Private dirt strip (None)	Runway Surface Type:	
Airport Elevation:	1265 ft	Runway Surface Condition:	
Runway Used:	N/A	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	None

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	Michael J Folkerts	Adopted Date:	08/13/2013
Additional Participating Persons:	Craig Patterson; Federal Aviation Administration; Lubbock, TX		
Publish Date:	08/13/2013		
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=87418		

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.