



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	Vernon, TX	<b>Accident Number:</b>	CEN13CA399
<b>Date &amp; Time:</b>	07/02/2013, 0825 CDT	<b>Registration:</b>	N72343
<b>Aircraft:</b>	CESSNA 140	<b>Injuries:</b>	1 Minor
<b>Flight Conducted Under:</b>	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.

## Flight Events

Takeoff - Loss of control on ground

## Probable Cause

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-Action/decision-Action-Incorrect action selection-Pilot - C

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	22
<b>Airplane Rating(s):</b>	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>	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

<b>Aircraft Manufacturer:</b>	CESSNA	<b>Registration:</b>	N72343
<b>Model/Series:</b>	140	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	AYDELOTT DONALD R	<b>Engine Manufacturer:</b>	CONT MOTOR
<b>Air Carrier Operating Certificate:</b>	None	<b>Engine Model/Series:</b>	C85 SERIES
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Meteorological Information and Flight Plan

<b>Observation Facility, Elevation:</b>	KF05, 1265 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Lowest Ceiling:</b>	None
<b>Condition of Light:</b>	Day	<b>Wind Speed/Gusts, Direction:</b>	4 knots, 20°
<b>Temperature:</b>	21° C / 7° C	<b>Visibility</b>	10 Miles
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Vernon, TX (None)	<b>Destination:</b>	Vernon, TX (None)

## Airport Information

<b>Airport:</b>	Private dirt strip (None)	<b>Runway Surface Type:</b>	
<b>Runway Used:</b>	N/A	<b>Runway Surface Condition:</b>	
<b>Runway Length/Width:</b>			

## Wreckage and Impact Information

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

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Michael J Folkerts	<b>Adopted Date:</b>	08/13/2013
<b>Note:</b>	This accident report documents the factual circumstances of this accident as described to the NTSB.		
<b>Investigation Docket:</b>	<a href="http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=87418">http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=87418</a>		

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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.