



National Transportation Safety Board Aviation Accident Data Summary

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|--------------------------------|--------------------------------------|-------------------------|------------|
| Location: | Anacortes, WA | Accident Number: | WPR14CA155 |
| Date & Time: | 04/01/2014, 1435 PDT | Registration: | N19982 |
| Aircraft: | CESSNA 172M | Injuries: | 1 None |
| Flight Conducted Under: | Part 91: General Aviation - Personal | | |

Analysis

The pilot reported that during the landing and rollout, the airplane was going faster than he wanted at his normal turnoff point on the runway so he continued to the next turnoff. While turning, he applied the brakes, raised the flaps, and pushed in the carburetor heat control. At that time, he realized that the airplane was not stopping so he applied more braking, but the airplane did not slow down or stop. Before he could move his feet higher onto the toe brakes, the airplane departed the runway surface onto bumpy ground, headed over a bank, and nosed over. The wings, vertical stabilizer and rudder were substantially damaged. The pilot reported no preimpact mechanical malfunctions or failures with the airplane that would have precluded normal operation.

Flight Events

Landing-landing roll - Runway excursion
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 improper application of brakes during the landing roll resulted in a runway excursion and nose 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-Aircraft control-Pilot - C
Environmental issues-Physical environment-Terrain-Sloped/uneven-Contributed to outcome

Pilot Information

| | | | |
|----------------------------------|---|------------------------------|------|
| Certificate: | Private | Age: | 82 |
| Airplane Rating(s): | Single-engine Land | Instrument Rating(s): | None |
| Other Aircraft Rating(s): | None | Instructor Rating(s): | None |
| Flight Time: | 429 hours (Total, all aircraft), 429 hours (Total, this make and model), 429 hours (Pilot In Command, all aircraft) | | |

Aircraft and Owner/Operator Information

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|---|--------------------------------------|-----------------------------|-----------------|
| Aircraft Manufacturer: | CESSNA | Registration: | N19982 |
| Model/Series: | 172M M | Engines: | 1 Reciprocating |
| Operator: | JAMISON VERNON LEO | Engine Manufacturer: | LYCOMING |
| Air Carrier Operating Certificate: | None | Engine Model/Series: | O-320 SERIES |
| Flight Conducted Under: | Part 91: General Aviation - Personal | | |

Meteorological Information and Flight Plan

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|---|----------------------------------|-------------------------------------|------------------------------|
| Observation Facility, Elevation: | KBVS | Weather Information Source: | Weather Observation Facility |
| Conditions at Accident Site: | Visual Conditions | Lowest Ceiling: | None |
| Condition of Light: | Day | Wind Speed/Gusts, Direction: | 7 knots, 300° |
| Temperature: | 13°C / 6°C | Visibility | 10 Miles |
| Precipitation and Obscuration: | No Obscuration; No Precipitation | | |
| Departure Point: | Burlington, WA (BVS) | Destination: | Anacortes, WA (74S) |

Airport Information

| | | | |
|-----------------------------|-----------------|----------------------------------|---------|
| Airport: | Anacortes (74S) | Runway Surface Type: | Asphalt |
| Runway Used: | 36 | Runway Surface Condition: | Dry |
| Runway Length/Width: | 3015 ft / 60 ft | | |

Wreckage and Impact Information

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

Administrative Information

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|--------------------------------------|---|----------------------|------------|
| Investigator In Charge (IIC): | Howard D Plagens | Adopted Date: | 06/05/2014 |
| 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=89001 | | |

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.