



Aviation Investigation Final Report

Location:	New Smyrna Beach, Florida	Accident Number:	ERA20LA334
Date & Time:	September 26, 2020, 09:45 Local	Registration:	N89476
Aircraft:	Cessna 140	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

During the takeoff roll from a grass area adjacent the paved runway surface, the airplane’s left main landing gear wheel struck a “muddy pothole.” The airplane’s nose then veered down and to the left and the pilot lost directional control of the airplane. The airplane subsequently struck a fence, and the right wing impacted a tree substantially damaging it. The pilot reported that there were 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 decision to depart from a non-suitable surface, which resulted in a loss of directional control during takeoff roll.

Findings

Personnel issues	Decision making/judgment - Pilot
Personnel issues	Aircraft control - Pilot
Environmental issues	Soft surface - Decision related to condition
Aircraft	Directional control - Not attained/maintained
Environmental issues	Tree(s) - Contributed to outcome

Factual Information

History of Flight

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

Certificate:	Commercial; Flight instructor; Remote	Age:	26, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	Glider	Restraint Used:	3-point
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane single-engine; Glider	Toxicology Performed:	
Medical Certification:	Class 2 Without waivers/limitations	Last FAA Medical Exam:	December 6, 2018
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	(Estimated) 729 hours (Total, all aircraft), 402 hours (Total, this make and model), 651 hours (Pilot In Command, all aircraft), 81 hours (Last 90 days, all aircraft), 17 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N89476
Model/Series:	140	Aircraft Category:	Airplane
Year of Manufacture:	1946	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	8507
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	November 8, 2019 Annual	Certified Max Gross Wt.:	1450 lbs
Time Since Last Inspection:	156 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	3748 Hrs at time of accident	Engine Manufacturer:	Continental
ELT:	C91A installed, not activated	Engine Model/Series:	O-200A
Registered Owner:	On file	Rated Power:	100 Horsepower
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	DAB,34 ft msl	Distance from Accident Site:	13 Nautical Miles
Observation Time:	14:53 Local	Direction from Accident Site:	330°
Lowest Cloud Condition:	Few / 3200 ft AGL	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	None / None
Wind Direction:		Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	2997 inches Hg	Temperature/Dew Point:	31°C / 25°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Edgewater, FL (X50)	Type of Flight Plan Filed:	VFR
Destination:	Port Orange, FL (7FL6)	Type of Clearance:	None
Departure Time:	09:45 Local	Type of Airspace:	Class G

Airport Information

Airport:	Massey Ranch Airpark X50	Runway Surface Type:	Grass/turf
Airport Elevation:	10 ft msl	Runway Surface Condition:	Dry
Runway Used:	36	IFR Approach:	None
Runway Length/Width:	4300 ft / 60 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	28.978917,-80.924778(est)

Administrative Information

Investigator In Charge (IIC):	Alleyne, Eric
Additional Participating Persons:	Jason Mikulak; FAA/FSDO; Orlando, FL
Original Publish Date:	June 24, 2021
Last Revision Date:	
Investigation Class:	Class 4
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=102038

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The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).