



# Aviation Investigation Final Report

<b>Location:</b>	ULYSSES, Kansas	<b>Accident Number:</b>	CHI96LA111
<b>Date &amp; Time:</b>	March 15, 1996, 17:10 Local	<b>Registration:</b>	N76632
<b>Aircraft:</b>	Cessna 140	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

During takeoff from a private field, the pilot encountered a gust of wind and decided to abort the takeoff after the airplane drifted to the right of the runway. He used a combination of braking and forward stick, while aborting the takeoff, and said that the airplane nosed over. The pilot said he was never taught how to perform an aborted takeoff.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: Failure of the pilot to maintain directional control of the airplane during the takeoff roll, and his improper use of brakes and elevator control, while aborting the takeoff. A factor relating to the accident was the gusty wind condition.

## Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER  
Phase of Operation: TAKEOFF - ROLL/RUN

### Findings

1. (F) WEATHER CONDITION - GUSTS
  2. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
  3. ABORT - INITIATED - PILOT IN COMMAND
- 

Occurrence #2: NOSE OVER

Phase of Operation: TAKEOFF - ABORTED

Findings

4. (C) BRAKES(NORMAL) - IMPROPER USE OF - PILOT IN COMMAND
5. (C) ELEVATOR - IMPROPER USE OF - PILOT IN COMMAND
6. INADEQUATE TRAINING - PILOT IN COMMAND

## Factual Information

On March 15, 1996, at 1710 central standard time (cst), a Cessna 140, N76632, registered to Satanta Flying Service, Inc., of Satanta, Kansas, and piloted by a private pilot, was substantially damaged following a loss of control during the takeoff roll from a private airport east of Ulysses, Kansas. The pilot and pilot rated passenger reported no injuries. The 14 CFR Part 91 flight was operating in visual meteorological conditions. No flight plan was on filed.

According to the pilot's written statement, he said that he was departing from a private airfield on runway 18. The airplane encountered a gust of wind from the left around one of the last buildings located along the narrow airstrip (20 feet wide runway). The pilot decided to abort the takeoff after drifting to the right of the runway. The pilot stated "... A combination of overbraking to keep aircraft on runway and forward stick caused the aircraft to nose over... ." The pilot also told the IIC, in a telephone conversation on April 2, 1996, that he was never taught how to perform an aborted takeoff.

Twenty minutes before the accident occurred, Garden City Airport, Kansas located 38 miles northeast, reported wind conditions, 210 degrees at 7 knots.

In a telephone conversation between the IIC and the instructor pilot on April 10, 1996, he said that the pilot had problems with the use of brakes and needed additional time in the airplane. The instructor pilot also said that the pilot was told that private fields in the area were off limits for the Satanta Flying Service's airplanes. The instructor pilot said that on the day of the accident, Satanta Flying Service was reporting calm winds.

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	30, Male
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	November 2, 1995
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	96 hours (Total, all aircraft), 66 hours (Total, this make and model)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	N76632
<b>Model/Series:</b>	140 140	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	11072
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	100 hour	<b>Certified Max Gross Wt.:</b>	1450 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	Continental
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	C-85
<b>Registered Owner:</b>	SATANTA FLYING SERVICES, INC.	<b>Rated Power:</b>	85 Horsepower
<b>Operator:</b>		<b>Operating Certificate(s) Held:</b>	None
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	GCK ,2890 ft msl	<b>Distance from Accident Site:</b>	34 Nautical Miles
<b>Observation Time:</b>	16:50 Local	<b>Direction from Accident Site:</b>	230°
<b>Lowest Cloud Condition:</b>	Scattered / 6500 ft AGL	<b>Visibility</b>	20 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	7 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	210°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	29 inches Hg	<b>Temperature/Dew Point:</b>	15°C / -1°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>		<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	SATANTA , KS (1K9 )	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	17:00 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	SMITH (PRIVATE FIELD) PVT	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	3000 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	18	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	2500 ft / 20 ft	<b>VFR Approach/Landing:</b>	None

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	2 None	<b>Latitude, Longitude:</b>	37.570251,-101.349143(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Carlson, Todd
<b>Additional Participating Persons:</b>	E. P DAVIS; WICHITA , KS
<b>Original Publish Date:</b>	May 29, 1996
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	
<b>Investigation Docket:</b>	<a href="https://data.ntsb.gov/Docket?ProjectID=10212">https://data.ntsb.gov/Docket?ProjectID=10212</a>

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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](#).