



# Aviation Investigation Final Report

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<b>Location:</b>	Topeka, Kansas	<b>Accident Number:</b>	CEN21LA448
<b>Date &amp; Time:</b>	September 18, 2021, 13:00 Local	<b>Registration:</b>	N140R
<b>Aircraft:</b>	Cessna 305A	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Loss of control on ground	<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

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## Analysis

The pilot of the tailwheel-equipped airplane reported that he conducted several takeoff and landings before the accident that day, at a different airport, all without incident. During the accident landing, the airplane touched down, veered left, and the pilot attempted to correct with right rudder. Subsequently, the airplane exited the runway, the tail veered to the left, and the airplane “rocked” left. The left wing and left elevator impacted the ground resulting in substantial damage. The airplane came to rest upright on the main landing gear and the pilot was able to taxi the airplane to parking without further incident.

A witness reported seeing the tailwheel rotating after takeoff. An examination revealed that the tailwheel locking mechanism did not function.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

The loss of control and ground loop due to the mechanical malfunction of the tailwheel lock.

## Findings

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<b>Personnel issues</b>	Aircraft control - Pilot
<b>Personnel issues</b>	Task monitoring/vigilance - Pilot
<b>Aircraft</b>	Directional control - Not attained/maintained

## Factual Information

### History of Flight

<b>Landing-flare/touchdown</b>	Abnormal runway contact
<b>Landing-flare/touchdown</b>	Loss of control on ground (Defining event)
<b>Landing-flare/touchdown</b>	Attempted remediation/recovery
<b>Landing-flare/touchdown</b>	Collision during takeoff/land

### Pilot Information

<b>Certificate:</b>	Commercial; Flight instructor; Private	<b>Age:</b>	66, Male
<b>Airplane Rating(s):</b>	Single-engine land; Single-engine sea	<b>Seat Occupied:</b>	Front
<b>Other Aircraft Rating(s):</b>	Glider; Helicopter	<b>Restraint Used:</b>	3-point
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	Airplane single-engine	<b>Toxicology Performed:</b>	
<b>Medical Certification:</b>	BasicMed Without waivers/limitations	<b>Last FAA Medical Exam:</b>	January 5, 2021
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	May 3, 2020
<b>Flight Time:</b>	(Estimated) 3400 hours (Total, all aircraft), 5 hours (Total, this make and model), 3200 hours (Pilot In Command, all aircraft), 10 hours (Last 90 days, all aircraft), 6 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	N140R
<b>Model/Series:</b>	305A	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>	1951	<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	22834
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	Annual	<b>Certified Max Gross Wt.:</b>	2800 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	Continental Motors
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	O-470 Series
<b>Registered Owner:</b>	On file	<b>Rated Power:</b>	230 Horsepower
<b>Operator:</b>	On file	<b>Operating Certificate(s) Held:</b>	None
<b>Operator Does Business As:</b>	On file	<b>Operator Designator Code:</b>	None

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	KTOP,876 ft msl	<b>Distance from Accident Site:</b>	1 Nautical Miles
<b>Observation Time:</b>	12:53 Local	<b>Direction from Accident Site:</b>	310°
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	3 knots /	<b>Turbulence Type Forecast/Actual:</b>	None / None
<b>Wind Direction:</b>	200°	<b>Turbulence Severity Forecast/Actual:</b>	N/A / N/A
<b>Altimeter Setting:</b>	30.14 inches Hg	<b>Temperature/Dew Point:</b>	29°C / 20°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Fort Leavenworth, KS (FLV)	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Topeka, KS	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	12:30 Local	<b>Type of Airspace:</b>	Class D

## Airport Information

<b>Airport:</b>	PHILIP BILLARD MUNI TOP	<b>Runway Surface Type:</b>	Asphalt;Concrete
<b>Airport Elevation:</b>	881 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	13/31	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	5099 ft / 100 ft	<b>VFR Approach/Landing:</b>	Full stop;Traffic pattern

## 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>		<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	2 None	<b>Latitude, Longitude:</b>	39.067103,-95.616981(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Hodges, Michael
<b>Additional Participating Persons:</b>	Keith Allen; FAA Wichita FSDO; Wichita, KS
<b>Original Publish Date:</b>	March 25, 2022
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class 4</a>
<b>Note:</b>	The NTSB did not travel to the scene of this accident.
<b>Investigation Docket:</b>	<a href="https://data.ntsb.gov/Docket?ProjectID=103952">https://data.ntsb.gov/Docket?ProjectID=103952</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](#).