



# Aviation Investigation Final Report

<b>Location:</b>	Prescott, Arizona	<b>Accident Number:</b>	WPR22LA234
<b>Date &amp; Time:</b>	June 27, 2022, 08:06 Local	<b>Registration:</b>	N2809N
<b>Aircraft:</b>	Cessna 140	<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 - Instructional		

## Analysis

The flight instructor of the tailwheel equipped airplane reported that, after the touch-and-go landing with a pilot receiving instruction at the flight controls, the flaps were retracted, and full power was applied. The pilot receiving instruction pushed the yoke forward to lift the tail, and the airplane veered to the left. The flight instructor assumed control of the airplane, “cut the power” and corrected with right rudder input. The airplane veered to the right and while he continued to apply corrective actions, the airplane collided with a taxiway sign. The airplane sustained substantial damage to the aft fuselage. The flight instructor reported that there were no preaccident mechanical failures or malfunctions 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 receiving instructions failure to maintain directional during the takeoff ground roll and the flight instructor’s inadequate supervision.

## Findings

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<b>Aircraft</b>	Directional control - Not attained/maintained
<b>Personnel issues</b>	Aircraft control - Instructor/check pilot
<b>Personnel issues</b>	Aircraft control - Student/instructed pilot
<b>Personnel issues</b>	Monitoring other person - Instructor/check pilot

## Factual Information

### History of Flight

<b>Takeoff</b>	Loss of control on ground (Defining event)
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### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	71, 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>	4-point
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	Yes
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	
<b>Medical Certification:</b>	BasicMed With waivers/limitations	<b>Last FAA Medical Exam:</b>	July 2, 2020
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	August 1, 2022
<b>Flight Time:</b>	(Estimated) 1988 hours (Total, all aircraft), 3 hours (Total, this make and model), 9 hours (Last 90 days, all aircraft), 3 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

### Flight instructor Information

<b>Certificate:</b>	Airline transport; Flight engineer	<b>Age:</b>	82, Male
<b>Airplane Rating(s):</b>	Single-engine land; Multi-engine land	<b>Seat Occupied:</b>	Right
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	4-point
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	Yes
<b>Instructor Rating(s):</b>	Airplane single-engine; Instrument airplane	<b>Toxicology Performed:</b>	
<b>Medical Certification:</b>	BasicMed With waivers/limitations	<b>Last FAA Medical Exam:</b>	May 14, 2022
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	April 15, 2022
<b>Flight Time:</b>	(Estimated) 31000 hours (Total, all aircraft), 600 hours (Total, this make and model), 17000 hours (Pilot In Command, all aircraft), 100 hours (Last 90 days, all aircraft), 30 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>	N2809N
<b>Model/Series:</b>	140	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>	1947	<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	13070
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	January 6, 2022 Annual	<b>Certified Max Gross Wt.:</b>	1450 lbs
<b>Time Since Last Inspection:</b>	11.5 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	3643.7 Hrs as of last inspection	<b>Engine Manufacturer:</b>	Continental motors
<b>ELT:</b>	C91A installed, not activated	<b>Engine Model/Series:</b>	C-85
<b>Registered Owner:</b>	KALABUS EDWARD A JR	<b>Rated Power:</b>	85 Horsepower
<b>Operator:</b>	On file	<b>Operating Certificate(s) Held:</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>	KPRC,5012 ft msl	<b>Distance from Accident Site:</b>	0 Nautical Miles
<b>Observation Time:</b>	07:53 Local	<b>Direction from Accident Site:</b>	207°
<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>	/	<b>Turbulence Type Forecast/Actual:</b>	None / None
<b>Wind Direction:</b>		<b>Turbulence Severity Forecast/Actual:</b>	N/A / N/A
<b>Altimeter Setting:</b>	30.35 inches Hg	<b>Temperature/Dew Point:</b>	21°C / 11°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Prescott, AZ	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Prescott, AZ	<b>Type of Clearance:</b>	VFR
<b>Departure Time:</b>		<b>Type of Airspace:</b>	Class D

## Airport Information

<b>Airport:</b>	PRESCOTT RGNL - ERNEST A LOVE FLD PRC	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	5045 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	21R	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	4139 ft / 60 ft	<b>VFR Approach/Landing:</b>	Touch and go;Traffic pattern

## Wreckage and Impact Information

<b>Crew Injuries:</b>	2 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>		<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	2 None	<b>Latitude, Longitude:</b>	34.654833,-112.41922

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Gutierrez, Eric
<b>Additional Participating Persons:</b>	Daniel A. Gredlein; Federal Aviation Administration ; Scottsdale, WA
<b>Original Publish Date:</b>	September 8, 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.nts.gov/Docket?ProjectID=105373">https://data.nts.gov/Docket?ProjectID=105373</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](#).