



Aviation Investigation Final Report

Location:	ROANOAKE, Texas	Accident Number:	FTW91LA014
Date & Time:	November 12, 1990, 13:00 Local	Registration:	N2021N
Aircraft:	CESSNA 140	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PILOT WAS PRACTICING TAKEOFFS AND LANDINGS IN HIS NEWLY ACQUIRED TAIL WHEEL TYPE AIRPLANE. ON THE THIRD LANDING THE PILOT LOST DIRECTIONAL CONTROL OF THE AIRPLANE RESULTING IN A GROUND LOOP. THE PILOT HAD A TOTAL OF TWELVE FLIGHT HOURS IN TAIL WHEEL AIRPLANES.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S FAILURE TO MAINTAIN DIRECTIONAL CONTROL. A FACTOR WAS HIS LACK OF FLYING TAIL WHEEL (CONVENTIONAL) GEAR AIRPLANES.

Findings

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

Findings

1. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. (F) LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
3. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: LANDING - ROLL

Findings

4. TERRAIN CONDITION - GRASS

Factual Information

Pilot Information

Certificate:	Private	Age:	36, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Unknown
Other Aircraft Rating(s):	Helicopter	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	Yes
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	February 6, 1989
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	93 hours (Total, all aircraft), 12 hours (Total, this make and model), 50 hours (Pilot In Command, all aircraft), 12 hours (Last 90 days, all aircraft), 12 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N2021N
Model/Series:	140 140	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	12257
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	1450 lbs
Time Since Last Inspection:	0 Hrs	Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	CONTINENTAL
ELT:	Not installed	Engine Model/Series:	C-85-12
Registered Owner:		Rated Power:	85 Horsepower
Operator:	WING, THOMAS W.	Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	FTW ,700 ft msl	Distance from Accident Site:	18 Nautical Miles
Observation Time:	12:35 Local	Direction from Accident Site:	180°
Lowest Cloud Condition:	Clear	Visibility	
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	200°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	25°C / 5°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	(52F)	Type of Flight Plan Filed:	None
Destination:	(NONE)	Type of Clearance:	None
Departure Time:	12:35 Local	Type of Airspace:	

Airport Information

Airport:	NORTHWEST REG. 52F	Runway Surface Type:	Asphalt
Airport Elevation:	643 ft msl	Runway Surface Condition:	Dry
Runway Used:	17	IFR Approach:	None
Runway Length/Width:	3500 ft / 40 ft	VFR Approach/Landing:	Stop and go;Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	32.999813,-97.229042(est)

Administrative Information

Investigator In Charge (IIC): Wall, O

Additional Participating Persons:

Original Publish Date: December 30, 1992

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=23290>

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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](#).