



Aviation Investigation Final Report

Location:	RANCHO MURIETA, California	Accident Number:	LAX86LA115
Date & Time:	February 8, 1986, 15:30 Local	Registration:	N89447
Aircraft:	CESSNA 140	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

ON FEBRUARY 8, 1986 AT 1530 PST A CESSNA 140 LANDED HARD AND NOSED OVER ON THE RUNWAY. VMC PREVAILED AT THE TIME. THE PILOT INDICATED THAT ON LANDING HE FLARED TOO HIGH AND LANDED HARD. HIS FEET SLIPPED ON THE PEDALS AND INADVERTENTLY APPLIED THE BRAKES WHICH CAUSED THE AIRCRAFT TO NOSE OVER. THERE WERE NO MECHANICAL FAILURES OR MALFUNCTIONS PRIOR TO THE ACCIDENT.

Probable Cause and Findings

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

Findings

Occurrence #1: HARD LANDING
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings
1. (C) FLARE - MISJUDGED - PILOT IN COMMAND

Occurrence #2: NOSE OVER
Phase of Operation: LANDING - ROLL

Findings

2. (F) RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
3. (C) BRAKES(NORMAL) - IMPROPER USE OF - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Student	Age:	45, Male
Airplane Rating(s):	None	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	November 25, 1984
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	79 hours (Total, all aircraft), 22 hours (Total, this make and model), 16 hours (Pilot In Command, all aircraft), 4 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N89447
Model/Series:	140 140	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	8479
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	October 5, 1985 Annual	Certified Max Gross Wt.:	1500 lbs
Time Since Last Inspection:	3 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	4951 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	C-85-12
Registered Owner:	RONALD E. GOATES	Rated Power:	85 Horsepower
Operator:		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:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	100 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	300°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	17°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	SAN JOSE , CA (SJC)	Type of Flight Plan Filed:	None
Destination:	RANCHO MURIETA , CA (RIU)	Type of Clearance:	None
Departure Time:	14:15 Local	Type of Airspace:	Class G

Airport Information

Airport:	RANCHO MURIETA RIU	Runway Surface Type:	Asphalt
Airport Elevation:	142 ft msl	Runway Surface Condition:	Dry
Runway Used:	4	IFR Approach:	None
Runway Length/Width:	3800 ft / 75 ft	VFR Approach/Landing:	Full stop;Straight-in

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	38.47023,-121.440673(est)

Administrative Information

Investigator In Charge (IIC): Wilcox, Thomas

Additional Participating Persons:

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=25071>

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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](#).