



Aviation Investigation Final Report

Location:	GORMAN, California	Accident Number:	LAX87LA323
Date & Time:	September 3, 1987, 14:07 Local	Registration:	N224MK
Aircraft:	CESSNA 140	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

A CESSNA 140 NOSED OVER DURING THE LANDING ROLL AFTER A PRECAUTIONARY LANDING TO A PAVED ACCESS ROAD. THE PLT INDICATED THAT THE OIL PRESSURE AND OIL TEMP BEGAN TO DROP FOR UNKNOWN REASONS WHILE IN CRUISE FLT. THE PLT STATED HE WAS UNABLE TO DETERMINE THE WIND DIRECTION AND DECIDED TO LAND TO THE SW ON THE ROAD. ACCORDING TO THE PLT THE ACFT ENCOUNTERED A RIGHT REAR QUARTERING 'CROSSWIND' DURING THE LANDING ROLL. THE PLT ESTIMATED THE WINDS TO BE FROM THE NNE AT 10 KTS GUSTING TO 15 KTS. THE ACFT WEATHERVANED INTO THE WIND AND NOSED OVER IN THE SOFT SHOULDER OF THE ACCESS ROAD. THE ACFT WAS EXAMINED AND IT WAS DETERMINED THAT OIL WAS LEAKING BASED ON THE OIL COVERED BELLY OF THE ACFT. THE ENGINE WAS SUBSEQUENTLY EXAMINED AND IT WAS NOTED THAT THERE WAS NO EXTERNAL DAMAGE TO THE ENGINE THAT WOULD HAVE CAUSED AN OIL LEAK AND THAT THE INTERIOR OF THE ENGINE COWLING WAS DRY. IT WAS ALSO NOTED THAT THE ENGINE WAS EQUIPPED WITH A WOBBLE TYPE QUICK DRAIN OF UNKNOWN VINTAGE.

Probable Cause and Findings

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

Findings

Occurrence #1: AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION

Phase of Operation: CRUISE

Findings

1. (F) FLUID,OIL - LEAK
2. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND

Occurrence #2: LOSS OF CONTROL - ON GROUND/WATER

Phase of Operation: LANDING - ROLL

Findings

3. WEATHER CONDITION - CROSSWIND
4. (C) COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
5. (C) GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

Occurrence #3: NOSE OVER

Phase of Operation: LANDING - ROLL

Findings

6. (F) TERRAIN CONDITION - SOFT

Factual Information

Pilot Information

Certificate:	Commercial	Age:	30, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	Glider	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	November 1, 1985
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	810 hours (Total, all aircraft), 300 hours (Total, this make and model), 666 hours (Pilot In Command, all aircraft), 35 hours (Last 90 days, all aircraft), 8 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N224MK
Model/Series:	140 140	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	13327
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	May 27, 1987 Annual	Certified Max Gross Wt.:	1450 lbs
Time Since Last Inspection:	20 Hrs	Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	C-85-12F
Registered Owner:	KOPP, MICHAEL E.	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:	PMD	Distance from Accident Site:	
Observation Time:	14:00 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Scattered / 8000 ft AGL	Visibility	20 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	10 knots / 15 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	30°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	29°C
Precipitation and Obscuration:	N/A - None - Smoke		
Departure Point:	SANTA ANA , CA (SNA)	Type of Flight Plan Filed:	VFR
Destination:	PORTERVILLE , CA (PTB)	Type of Clearance:	None
Departure Time:	12:40 Local	Type of Airspace:	Class G

Airport Information

Airport:	QUAIL LAKE SKYPARK CL46	Runway Surface Type:	Asphalt
Airport Elevation:		Runway Surface Condition:	Dry
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Precautionary landing

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:	34.720478,-118.1492(est)

Administrative Information

Investigator In Charge (IIC):	Wilcox, Thomas
Additional Participating Persons:	AUDREY M SCHUTTE; VAN NUYS , CA
Original Publish Date:	June 16, 1989
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=25680

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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](#).