



Aviation Investigation Final Report

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|--------------------------------|--------------------------------------|-------------------------|-------------|
| Location: | FLAGSTAFF, Arizona | Accident Number: | LAX91LA122 |
| Date & Time: | March 6, 1991, 13:36 Local | Registration: | N76553 |
| Aircraft: | CESSNA 140 | Aircraft Damage: | Substantial |
| Defining Event: | | Injuries: | 2 None |
| Flight Conducted Under: | Part 91: General aviation - Personal | | |

Analysis

THE LOCAL CONTROLLER CLEARED THE AIRPLANE TO LAND ON THE 6,999 FT LONG RUNWAY 03. THE SURFACE WEATHER OBSERVATION CHART AT THE TIME OF THE ACCIDENT INDICATES THAT THE SURFACE WINDS WERE FROM 260 DEGREES AT 5 KNOTS. THE PILOT REPORTED THAT HE EXECUTED AN UNEVENTFUL WHEEL LANDING AND WHEN THE AIRPLANE DECELERATED HE BEGAN TO TURN OFF THE RUNWAY ONTO THE TAXIWAY WHEN A GUST OF WIND RAISED THE LEFT WING AND THEN THE AIRPLANE NOSED OVER. HE COULD NOT RECALL IF HE APPLIED BRAKES WHEN HE WAS ATTEMPTING TO ARREST THE RAISING LEFT WING.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THAT THE PILOT IMPROPERLY USED THE FLIGHT CONTROLS AND BRAKES. CONTRIBUTING TO THIS ACCIDENT WAS AN EXISTING CROSS/TAILWIND.

Findings

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

Findings

1. (F) WEATHER CONDITION - CROSSWIND
2. (F) WEATHER CONDITION - TAILWIND

- 3. (C) FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
- 4. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

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

Findings
5. BRAKES(NORMAL) - IMPROPER USE OF - PILOT IN COMMAND

Factual Information

Pilot Information

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|----------------------------------|---|--|----------|
| Certificate: | Private | Age: | 41, Male |
| Airplane Rating(s): | Single-engine land | Seat Occupied: | Unknown |
| Other Aircraft Rating(s): | None | Restraint Used: | |
| Instrument Rating(s): | None | Second Pilot Present: | Yes |
| Instructor Rating(s): | | Toxicology Performed: | No |
| Medical Certification: | Class 3 Expired | Last FAA Medical Exam: | |
| Occupational Pilot: | UNK | Last Flight Review or Equivalent: | |
| Flight Time: | 334 hours (Total, all aircraft), 223 hours (Total, this make and model), 230 hours (Pilot In Command, all aircraft), 17 hours (Last 90 days, all aircraft), 3 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft) | | |

Aircraft and Owner/Operator Information

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|--------------------------------------|----------------------|---------------------------------------|-----------------|
| Aircraft Make: | CESSNA | Registration: | N76553 |
| Model/Series: | 140 140 | Aircraft Category: | Airplane |
| Year of Manufacture: | | Amateur Built: | |
| Airworthiness Certificate: | | Serial Number: | 10989 |
| Landing Gear Type: | Tailwheel | Seats: | 2 |
| Date/Type of Last Inspection: | Unknown | Certified Max Gross Wt.: | 1500 lbs |
| Time Since Last Inspection: | 0 Hrs | Engines: | 1 Reciprocating |
| Airframe Total Time: | | Engine Manufacturer: | CONTINENTAL |
| ELT: | Installed, activated | Engine Model/Series: | C-85-12F |
| Registered Owner: | MOSELY, WILLIAM I. | Rated Power: | 85 Horsepower |
| Operator: | MOSELY, WILLIAM I. | Operating Certificate(s) Held: | None |
| Operator Does Business As: | | Operator Designator Code: | |

Meteorological Information and Flight Plan

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|---|----------------------------------|---|------------------|
| Conditions at Accident Site: | Visual (VMC) | Condition of Light: | Day |
| Observation Facility, Elevation: | FLG ,7011 ft msl | Distance from Accident Site: | 1 Nautical Miles |
| Observation Time: | 13:36 Local | Direction from Accident Site: | 1° |
| Lowest Cloud Condition: | Scattered / 5000 ft AGL | Visibility | 20 miles |
| Lowest Ceiling: | None | Visibility (RVR): | |
| Wind Speed/Gusts: | 5 knots / | Turbulence Type Forecast/Actual: | / |
| Wind Direction: | 260° | Turbulence Severity Forecast/Actual: | / |
| Altimeter Setting: | | Temperature/Dew Point: | -18°C / -18°C |
| Precipitation and Obscuration: | No Obscuration; No Precipitation | | |
| Departure Point: | PRESCOTT , AZ (PRC) | Type of Flight Plan Filed: | None |
| Destination: | | Type of Clearance: | None |
| Departure Time: | 11:50 Local | Type of Airspace: | |

Airport Information

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|-----------------------------|-----------------|----------------------------------|-----------------|
| Airport: | PULLIAM FLG | Runway Surface Type: | Asphalt |
| Airport Elevation: | 7011 ft msl | Runway Surface Condition: | Dry |
| Runway Used: | 3 | IFR Approach: | None |
| Runway Length/Width: | 6999 ft / 15 ft | VFR Approach/Landing: | Traffic pattern |

Wreckage and Impact Information

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|----------------------------|--------|-----------------------------|----------------------------|
| 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: | 35.230731,-111.719764(est) |

Administrative Information

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|--|---|
| Investigator In Charge (IIC): | Llorente, Abdon |
| Additional Participating Persons: | ROBERT WARTH; SCOTTSDALE , AZ |
| Original Publish Date: | February 8, 1993 |
| Last Revision Date: | |
| Investigation Class: | Class |
| Note: | |
| Investigation Docket: | https://data.nts.gov/Docket?ProjectID=27130 |

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.

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