



Aviation Investigation Final Report

Location:	ALBION, New York	Accident Number:	NYC96LA010
Date & Time:	October 15, 1995, 15:30 Local	Registration:	N72239
Aircraft:	CESSNA 140	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PILOT OBSERVED THE WINDSOCK STICKING STRAIGHT OUT AND DOWN RUNWAY 27. DURING THE BACK TAXI FOR TAKEOFF, TO RUNWAY 27, THE AIRPLANE NOSED OVER. THE PILOT STATED THAT THERE WERE NO MECHANICAL MALFUNCTIONS OR FAILURES WITH THE AIRPLANE. THE FAA INSPECTOR STATED, '...[THE PILOT] STATED THAT HE DID NOT CALL FLIGHT SERVICE TO CHECK THE ACTUAL WIND DIRECTION AND VELOCITY BEING REPORTED IN THE AREA....[THE PILOT] INDICATED THAT HE WAS AWARE OF THE STRONG WIND CONDITIONS BUT HE DECIDED TO... TAXI TO THE RUNWAY AND SEE IF HE HAD ANY PROBLEMS CONTROLLING THE AIRPLANE IN THE WIND....' THE WINDS WERE REPORTED AT ROCHESTER, NEW YORK, AT 1450, FROM 260 DEGREES AT 23 KNOTS WITH GUSTS UP TO 35 KNOTS.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the pilot's inadequate planning/decision and compensation for wind conditions, resulting in the airplane nosing over during the taxi.

Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: TAXI - TO TAKEOFF

Findings

1. (C) PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND
2. WEATHER SERVICE - NOT OBTAINED - PILOT IN COMMAND
3. WEATHER EVALUATION - INADEQUATE - PILOT IN COMMAND
4. (C) COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND

Occurrence #2: NOSE OVER
Phase of Operation: TAXI - TO TAKEOFF

Factual Information

On October 15, 1995, at 1530 eastern daylight time, a Cessna 140, N72239, was substantially damaged when it nosed over during the taxi for takeoff at the Gaines Valley Aviation Airport, Albion, New York. The private pilot was not injured, and visual meteorological conditions prevailed for the local flight. There was no flight plan for the personal flight conducted under 14 CFR Part 91.

The pilot reported he planned to depart Albion for a local flight. The pilot observed the windsock sticking straight out and straight down the runway. During the back taxi for takeoff, on runway 27, the airplane nosed over.

Additionally, in the NTSB form 6120.1/2, the pilot stated that there were no mechanical malfunctions or failures with the airplane.

The Federal Aviation Administration Inspector stated:

...[The pilot] stated that he did not call Flight Service to check the actual wind direction and velocity being reported in the area....[The pilot] indicated that he was aware of the strong wind conditions but he decided to get the airplane out of the hangar and taxi to the runway and see if he had any problems controlling the airplane in the wind....[The pilot] stated that as he was taxiing downwind, the control wheel was being held in the full forward position and that he had not used the brakes during taxi. As the airplane got 300 [to] 400 feet of the departure end of the runway, the tail suddenly came up, and the airplane went over on it's back....

The winds at Rochester, New York, at 1450, were reported from 260 degrees at 23 knots with gusts up to 35 knots.

Pilot Information

Certificate:	Private	Age:	52, Male
Airplane Rating(s):	Single-engine land	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:	December 2, 1993
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	272 hours (Total, all aircraft), 240 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N72239
Model/Series:	140 140	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Utility	Serial Number:	9412
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	August 14, 1995 Annual	Certified Max Gross Wt.:	1450 lbs
Time Since Last Inspection:	2198 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	2999 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, activated	Engine Model/Series:	O-200
Registered Owner:	LEONARD DEFAZIO	Rated Power:	100 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:	ROC ,560 ft msl	Distance from Accident Site:	24 Nautical Miles
Observation Time:	14:50 Local	Direction from Accident Site:	125°
Lowest Cloud Condition:	Unknown	Visibility	25 miles
Lowest Ceiling:	Broken / 5500 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	23 knots / 35 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	260°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	13°C / -1°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	(NY06)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	00:00 Local	Type of Airspace:	Class G

Airport Information

Airport:	GAINES VALLEY AVIATION NY06	Runway Surface Type:	Grass/turf
Airport Elevation:	380 ft msl	Runway Surface Condition:	
Runway Used:	27	IFR Approach:	
Runway Length/Width:	4000 ft / 60 ft	VFR Approach/Landing:	None

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:	43.239982,-78.179367(est)

Administrative Information

Investigator In Charge (IIC):	Hancock, Robert
Additional Participating Persons:	ROLFE DINWOODIE; ROCHESTER , NY
Original Publish Date:	January 29, 1996
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=39112

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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](#).