



# Aviation Investigation Final Report

<b>Location:</b>	EDINBORO, Pennsylvania	<b>Accident Number:</b>	NYC96LA132
<b>Date &amp; Time:</b>	June 26, 1996, 14:30 Local	<b>Registration:</b>	N3788V
<b>Aircraft:</b>	Cessna 140A	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

The pilot was on his first flight to this private airstip. During touchdown, the airplane landed hard and nosed over. According to the pilot, he 'spent about one-half hour locating the field . . . made a low pass to inspect runway, then flew pattern to land. I had been advised runway was uphill to the east, so landed with slight quartering tailwind. I was high on approach, so I side-slipped to lose altitude. When I kicked the airplane out of the slip. I had insufficient airspeed to totally arrest descent, and landed very hard and flipped over.' The pilot reported no mechanical malfunction.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's improper flare, which resulted in a hard landing and subsequent nose over. The tailwind was a related factor.

## Findings

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

- Findings
1. (F) WEATHER CONDITION - TAILWIND
  2. (C) FLARE - IMPROPER - PILOT IN COMMAND
-

Occurrence #2: NOSE OVER  
Phase of Operation: LANDING - FLARE/TOUCHDOWN

## Factual Information

On June 28, 1996, about 1430 eastern daylight time, a Cessna 140A, N3788V, landed hard and nosed over during landing at a private field at Edinboro, Pennsylvania. The private pilot and passenger were not injured. The flight originated in Meadville, Pennsylvania at 1400. Visual meteorological conditions prevailed and no flight plan had been filed for the flight conducted under 14 CFR Part 91.

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The pilot reported no mechanical malfunction. He stated the accident could have been prevented if he had performed a go-around.

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	71, Male
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	Glider	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	December 7, 1994
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	2700 hours (Total, all aircraft), 1614 hours (Total, this make and model), 2670 hours (Pilot In Command, all aircraft), 30 hours (Last 90 days, all aircraft), 5 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	N3788V
<b>Model/Series:</b>	140A 140A	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	15209
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	February 10, 1996 Annual	<b>Certified Max Gross Wt.:</b>	1500 lbs
<b>Time Since Last Inspection:</b>	34 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	3807 Hrs	<b>Engine Manufacturer:</b>	Continental
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	C-90-14
<b>Registered Owner:</b>	MICHELE VIDA	<b>Rated Power:</b>	90 Horsepower
<b>Operator:</b>		<b>Operating Certificate(s) Held:</b>	None
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>		<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>		<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	25 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	/	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	0°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>		<b>Temperature/Dew Point:</b>	27°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	MEADVILLE , PA (2G6 )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	(PN06)	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	14:00 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	WILLOW 97PA	<b>Runway Surface Type:</b>	Grass/turf
<b>Airport Elevation:</b>	1250 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	11	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	2100 ft / 100 ft	<b>VFR Approach/Landing:</b>	Full stop;Traffic pattern

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	2 None	<b>Latitude, Longitude:</b>	41.87981,-80.169403(est)

## Administrative Information

**Investigator In Charge (IIC):** Hancock, Robert

**Additional Participating Persons:**

**Original Publish Date:** February 28, 1997

**Last Revision Date:**

**Investigation Class:** [Class](#)

**Note:**

**Investigation Docket:** <https://data.ntsb.gov/Docket?ProjectID=39200>

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