



# Aviation Investigation Final Report

|                                |                                      |                         |             |
|--------------------------------|--------------------------------------|-------------------------|-------------|
| <b>Location:</b>               | LINDEN, New Jersey                   | <b>Accident Number:</b> | NYC98LA084  |
| <b>Date &amp; Time:</b>        | March 28, 1998, 13:15 Local          | <b>Registration:</b>    | N2229V      |
| <b>Aircraft:</b>               | Cessna 140                           | <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

While landing, the airplane touched down hard, bounced and was forced off the right side of the runway by gusting winds. The airplane touched down again, in a grass field, and bounced several times until the main gear settled into soft ground. The airplane nosed over and came to rest inverted.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot in commands improper recovery from a bounced landing.

### Findings

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

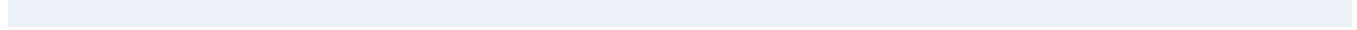
#### Findings

1. (C) RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND

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

#### Findings

2. TERRAIN CONDITION - SOFT



## Factual Information

On March 28, 1998, about 1315 Eastern Standard Time, a Cessna 140, N2229V, was substantially damaged when it nosed over after landing at the Linden Municipal Airport, Linden, New Jersey. The certificated private pilot and passenger were not injured. Visual meteorological conditions prevailed and no flight plan was filed for the personal flight conducted under 14 CFR Part 91.

The pilot stated he was landing on Runway 27, a 4,137 foot long, 100 foot wide, dry asphalt runway. During the landing, to compensate for the crosswind conditions, the pilot used full left aileron and elevator. As the airplane touched down on the centerline, it bounced back into the air, and was forced off the right side of the runway by gusting winds. The airplane touched down again, in a grass field on the side of the runway, and proceeded to bounce several more times until the main gear settled into soft ground. The airplane nosed over and came to rest inverted.

Examination of the wreckage by a Federal Aviation Administration Inspector did not disclose evidence of mechanical malfunctions, nor did the pilot report any.

The winds at a nearby airport were reported from 230 degrees at 19 knots with 25 knot gusts.

### Pilot Information

|                                  |  |  |                 |
|----------------------------------|--|--|-----------------|
| <b>Certificate:</b>              | Private  | <b>Age:</b>                              | 75, Male        |
| <b>Airplane Rating(s):</b>       | Single-engine land   | <b>Seat Occupied:</b>                    | Left            |
| <b>Other Aircraft Rating(s):</b> | None   | <b>Restraint Used:</b>                   |                 |
| <b>Instrument Rating(s):</b>     | None   | <b>Second Pilot Present:</b>             | No              |
| <b>Instructor Rating(s):</b>     | None   | <b>Toxicology Performed:</b>             | No              |
| <b>Medical Certification:</b>    | Class 3 Valid Medical-w/<br>waivers/lim  | <b>Last FAA Medical Exam:</b>            | August 15, 1996 |
| <b>Occupational Pilot:</b>       | UNK  | <b>Last Flight Review or Equivalent:</b> |                 |
| <b>Flight Time:</b>              | 278 hours (Total, all aircraft), 58 hours (Total, this make and model), 278 hours (Pilot In Command, all aircraft) |  |                 |

## Aircraft and Owner/Operator Information

|                                      |                          |                                       |                 |
|--------------------------------------|--------------------------|---------------------------------------|-----------------|
| <b>Aircraft Make:</b>                | Cessna                   | <b>Registration:</b>                  | N2229V          |
| <b>Model/Series:</b>                 | 140 140                  | <b>Aircraft Category:</b>             | Airplane        |
| <b>Year of Manufacture:</b>          |                          | <b>Amateur Built:</b>                 |                 |
| <b>Airworthiness Certificate:</b>    | Normal                   | <b>Serial Number:</b>                 | 14460           |
| <b>Landing Gear Type:</b>            | Tailwheel                | <b>Seats:</b>                         | 2               |
| <b>Date/Type of Last Inspection:</b> | June 19, 1997 100 hour   | <b>Certified Max Gross Wt.:</b>       | 1450 lbs        |
| <b>Time Since Last Inspection:</b>   | 11 Hrs                   | <b>Engines:</b>                       | 1 Reciprocating |
| <b>Airframe Total Time:</b>          | 2534 Hrs                 | <b>Engine Manufacturer:</b>           | Continental     |
| <b>ELT:</b>                          | Installed, not activated | <b>Engine Model/Series:</b>           | C-90            |
| <b>Registered Owner:</b>             | FRANK C. SPINNER         | <b>Rated Power:</b>                   | 90 Horsepower   |
| <b>Operator:</b>                     | FRANK C. SPINNER         | <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> | EWR ,18 ft msl                   | <b>Distance from Accident Site:</b>         | 6 Nautical Miles |
| <b>Observation Time:</b>                | 12:51 Local                      | <b>Direction from Accident Site:</b>        | 220°             |
| <b>Lowest Cloud Condition:</b>          | Unknown                          | <b>Visibility</b>                           | 10 miles         |
| <b>Lowest Ceiling:</b>                  | Broken / 25000 ft AGL            | <b>Visibility (RVR):</b>                    |                  |
| <b>Wind Speed/Gusts:</b>                | 19 knots / 25 knots              | <b>Turbulence Type Forecast/Actual:</b>     | /                |
| <b>Wind Direction:</b>                  | 230°                             | <b>Turbulence Severity Forecast/Actual:</b> | /                |
| <b>Altimeter Setting:</b>               | 29 inches Hg                     | <b>Temperature/Dew Point:</b>               | 25°C / 13°C      |
| <b>Precipitation and Obscuration:</b>   | No Obscuration; No Precipitation |   |                  |
| <b>Departure Point:</b>                 | PITTSTOWN , NJ (N40 )            | <b>Type of Flight Plan Filed:</b>           | None             |
| <b>Destination:</b>                     | (LDJ )                           | <b>Type of Clearance:</b>                   | None             |
| <b>Departure Time:</b>                  | 13:00 Local                      | <b>Type of Airspace:</b>                    | Class G          |

## Airport Information

|                             |                    |                                  |                       |
|-----------------------------|--------------------|----------------------------------|-----------------------|
| <b>Airport:</b>             | LINDEN AIRPORT LDJ | <b>Runway Surface Type:</b>      | Asphalt               |
| <b>Airport Elevation:</b>   | 23 ft msl          | <b>Runway Surface Condition:</b> | Dry                   |
| <b>Runway Used:</b>         | 27                 | <b>IFR Approach:</b>             | None                  |
| <b>Runway Length/Width:</b> | 4137 ft / 100 ft   | <b>VFR Approach/Landing:</b>     | Full stop;Straight-in |

## 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> |             |

## Administrative Information

|  |   |
|--|---|
| <b>Investigator In Charge (IIC):</b>     | Kukla, Randi-jean   |
| <b>Additional Participating Persons:</b> | JOHN K HO; TETERBORO , NJ   |
| <b>Original Publish Date:</b>            | August 3, 1999  |
| <b>Last Revision Date:</b>               |   |
| <b>Investigation Class:</b>              | <a href="#">Class</a>   |
| <b>Note:</b>                             |   |
| <b>Investigation Docket:</b>             | <a href="https://data.ntsb.gov/Docket?ProjectID=39547">https://data.ntsb.gov/Docket?ProjectID=39547</a> |

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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](#).