



Aviation Investigation Final Report

Location:	LAS VEGAS, Nevada	Accident Number:	SEA85LA006
Date & Time:	October 10, 1984, 11:40 Local	Registration:	N9661A
Aircraft:	CESSNA 140A	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

ACCORDING TO THE PLT HE WAS UNABLE TO RAISE THE TAIL OF THE ACFT DURING THE TAKEOFF AND DIRECTIONAL CONTROL COULD NOT BE MAINTAINED. THE PLT MADE A HARD LANDING IN THE ACFT ON THE DAY BEFORE THE THE ACCIDENT. INVESTIGATORS DID NOT ANY FLIGHT CONTROL MALFUNCTIONS.

Probable Cause and Findings

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

Findings

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

Findings

1. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: TAKEOFF - ROLL/RUN

Findings

3. TERRAIN CONDITION - GROUND

Factual Information

Pilot Information

Certificate:	Private	Age:	47, 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--no waivers/lim.	Last FAA Medical Exam:	September 21, 1983
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	141 hours (Total, all aircraft), 102 hours (Total, this make and model), 86 hours (Pilot In Command, all aircraft), 37 hours (Last 90 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N9661A
Model/Series:	140A 140A	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	15501
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	June 4, 1984 Annual	Certified Max Gross Wt.:	1500 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	2865 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	C-90-12F
Registered Owner:	THOMAS INGRAHAM	Rated Power:	90 Horsepower
Operator:		Operating Certificate(s) Held:	
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:	LAS ,2174 ft msl	Distance from Accident Site:	
Observation Time:	11:50 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	35 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	60°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	26°C / 4°C
Precipitation and Obscuration:	N/A - None - Haze		
Departure Point:	LAS VEGAS , NV (LAS)	Type of Flight Plan Filed:	None
Destination:	SANTA ANA , CA (SNA)	Type of Clearance:	None
Departure Time:	11:40 Local	Type of Airspace:	Class D

Airport Information

Airport:	MC CARRAN	Runway Surface Type:	Concrete
Airport Elevation:		Runway Surface Condition:	
Runway Used:	19L	IFR Approach:	None
Runway Length/Width:	9777 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

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:	36.079853,-115.140075(est)

Administrative Information

Investigator In Charge (IIC):	Carrera, Candace
Additional Participating Persons:	DON MORGAN; LAS VEGAS , NV
Original Publish Date:	
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=40077

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.

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](#).