



Aviation Investigation Final Report

Location:	FARMINGTON, New Mexico	Accident Number:	DEN99LA088
Date & Time:	May 28, 1999, 11:05 Local	Registration:	N89586
Aircraft:	Cessna 140	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

The pilot said he raised the tail for takeoff at an indicated airspeed of 35 mph. The nose of the airplane pulled to the right and he over corrected with left rudder. The airplane departed the left side of the runway and struck the 5,000 foot marker. The right main landing gear buckled and the right wing contacted the ground, causing substantial wing damage. An FAA inspector examined the airplane and found no evidence of mechanical failure or malfunction. At the time of the accident the wind was variable at 5 knots. Although the pilot reported he had accumulated 73 hours total flight time, 40 hours of which were in the Cessna 140, he had acquired only 3 hours of pilot in command time, all of which were in the airplane make and model.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's excessive use of rudder while attempting to correct for loss of directional control. Factors were the pilot's loss of directional control, and his lack of experience in the type of airplane.

Findings

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

Findings

1. (F) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. (C) REMEDIAL ACTION - EXCESSIVE - PILOT IN COMMAND
3. (F) LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND

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

Findings

4. (F) OBJECT - AIRPORT SIGN/MARKER

Factual Information

On May 28, 1999, approximately 1105 mountain daylight time, a Cessna 140, N89586, registered to and operated by the pilot, was substantially damaged when it collided with terrain during takeoff at Four Corners Regional Airport, Farmington, New Mexico. The student pilot, the sole occupant aboard, was not injured. Visual meteorological conditions prevailed, and no flight plan had been filed for the personal flight being conducted under Title 14 CFR Part 91. The flight was originating when the accident occurred.

According to the pilot, he raised the tail for takeoff at an indicated airspeed of 35 mph. The nose of the airplane pulled to the right and he over corrected with left rudder. The airplane departed the left side of the runway and struck the 5,000 foot marker. The right main landing gear buckled and the right wing contacted the ground, causing substantial wing damage. An FAA inspector examined the airplane and found no evidence of mechanical failure or malfunction. At the time of the accident the wind was variable at 5 knots.

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Pilot Information

Certificate:	Student	Age:	42, 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:	June 16, 1997
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	73 hours (Total, all aircraft), 3 hours (Pilot In Command, all aircraft), 6 hours (Last 90 days, all aircraft), 4 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N89586
Model/Series:	140 140	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Utility	Serial Number:	8629
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	July 3, 1998 Annual	Certified Max Gross Wt.:	1500 lbs
Time Since Last Inspection:	43 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	2832 Hrs	Engine Manufacturer:	Continental
ELT:	Installed, not activated	Engine Model/Series:	C-85-12
Registered Owner:	LAWRENCE D & DARLENE T BACKER	Rated Power:	85 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:	FMN ,5503 ft msl	Distance from Accident Site:	
Observation Time:	10:53 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Scattered / 8000 ft AGL	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	24°C / 5°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	(FMN)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	VFR
Departure Time:	11:05 Local	Type of Airspace:	Class D

Airport Information

Airport:	FOUR CORNERS REGIONAL FMN	Runway Surface Type:	Asphalt
Airport Elevation:	5503 ft msl	Runway Surface Condition:	Dry
Runway Used:	7	IFR Approach:	None
Runway Length/Width:	6702 ft / 100 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:	36.750686,-108.179084(est)

Administrative Information

Investigator In Charge (IIC):	Scott, Arnold
Additional Participating Persons:	JOE R KLUK; ALBUQUERQUE , NM
Original Publish Date:	April 25, 2001
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=46457

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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](#).