Aviation Investigation Final Report

Location:	HAYFORK, California	**Accident Number:**	LAX00LA228
Date & Time:	June 15, 2000, 11:15 Local	**Registration:**	N2688N
Aircraft:	Cessna 140	**Aircraft Damage:**	Substantial
Defining Event:		**Injuries:**	1 Minor, 1 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

During the landing roll, the airplane veered off the runway and contacted a runway light. After about 50-75 feet of additional landing roll, the left main gear wheel axle broke and the airplane nosed over inverted.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The failure of the pilot under instruction to maintain directional control during the landing roll and the inadequate supervision of the flight instructor, which resulted in a collision with a runway light, overload failure of the wheel axle, and the airplane nosing over inverted.

Findings

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

Findings
1. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - COPILOT/SECOND PILOT
2. (C) SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)

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

Findings
3. OBJECT - RUNWAY LIGHT

Occurrence #3: NOSE OVER
Phase of Operation: LANDING - ROLL

Findings
4. LANDING GEAR,AXLE - FAILURE
5. LANDING GEAR,AXLE - OVERLOAD

Factual Information

On June 15, 2000, at 1115 hours Pacific daylight time, a Cessna 140, N2688N, ran off the runway and nosed over during landing at Hayfork, California. The flight instructor was not injured, and the private pilot sustained minor injuries. The airplane, operated by the pilot under instruction, sustained substantial damage. The local area instructional flight was conducted under the provisions of 14 CFR Part 91. The pilot did not file a flight plan and did not obtain a weather briefing prior to departure. Visual meteorological conditions prevailed at the time of the accident. The flight originated in Eureka, California, at an unknown time.

According to the owner of the airplane, this flight was to be an instructional flight prior to solo for insurance purposes. He said that they departed Eureka Airport and then went to Kneeland and landed. They then flew to Hayfork Airport and landed on runway 25. He stated that upon rollout he got off the left side of the runway a "few feet" and broke a runway light lens. The light lens hit the fuselage about 6 feet in front of the tail wheel. He said they continued to rollout about 40 miles per hour for 50-75 feet, when the left main gear axle broke and the airplane nosed over onto it's back.

Pilot Information

Certificate:	Airline transport; Flight instructor	**Age:**	36,Male
Airplane Rating(s):	Single-engine land; Multi-engine land	**Seat Occupied:**	Right
Other Aircraft Rating(s):	None	**Restraint Used:**	
Instrument Rating(s):	Airplane	**Second Pilot Present:**	Yes
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine	**Toxicology Performed:**	No
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	**Last FAA Medical Exam:**	May 22, 2000
Occupational Pilot:	UNK	**Last Flight Review or Equivalent:**	
Flight Time:	4991 hours (Total, all aircraft), 76 hours (Total, this make and model), 4912 hours (Pilot In Command, all aircraft), 269 hours (Last 90 days, all aircraft), 46 hours (Last 30 days, all aircraft), 6 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	**Registration:**	N2688N
Model/Series:	140 140	**Aircraft Category:**	Airplane
Year of Manufacture:		**Amateur Built:**	
Airworthiness Certificate:	Normal	**Serial Number:**	12946
Landing Gear Type:	Tailwheel	**Seats:**	2
Date/Type of Last Inspection:	May 17, 2000 Annual	**Certified Max Gross Wt.:**	1450 lbs
Time Since Last Inspection:	5 Hrs	**Engines:**	1 Reciprocating
Airframe Total Time:	5229 Hrs	**Engine Manufacturer:**	Continental
ELT:	Installed, not activated	**Engine Model/Series:**	C-85
Registered Owner:	KEN KILBURN	**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:**	Not reported
Observation Facility, Elevation:	RDD ,502 ft msl	**Distance from Accident Site:**	41 Nautical Miles
Observation Time:	10:56 Local	**Direction from Accident Site:**	65°
Lowest Cloud Condition:	Clear	**Visibility**	10 miles
Lowest Ceiling:	None	**Visibility (RVR):**	
Wind Speed/Gusts:	19 knots / 28 knots	**Turbulence Type Forecast/Actual:**	/
Wind Direction:	350°	**Turbulence Severity Forecast/Actual:**	/
Altimeter Setting:	29 inches Hg	**Temperature/Dew Point:**	91°C / 55°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	EUREKA , CA (033)	**Type of Flight Plan Filed:**	None
Destination:		**Type of Clearance:**	None
Departure Time:	10:45 Local	**Type of Airspace:**	Class E

Airport Information

Airport:	HAYFORK AIRPORT Q72	**Runway Surface Type:**	Asphalt
Airport Elevation:	2321 ft msl	**Runway Surface Condition:**	Dry
Runway Used:	25	**IFR Approach:**	None
Runway Length/Width:	4115 ft / 60 ft	**VFR Approach/Landing:**	Full stop

Wreckage and Impact Information

Crew Injuries:	1 Minor, 1 None	**Aircraft Damage:**	Substantial
Passenger Injuries:		**Aircraft Fire:**	None
Ground Injuries:	N/A	**Aircraft Explosion:**	None
Total Injuries:	1 Minor, 1 None	**Latitude, Longitude:**	40.50019,-123.189048(est)

Administrative Information

Investigator In Charge (IIC):	Childress, Deborah
Additional Participating Persons:	MIKE BOHAMERA; SACRAMENTO , CA
Original Publish Date:	August 21, 2001
Last Revision Date:	
Investigation Class:	Class
Note:	The NTSB traveled to the scene of this accident.
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=49451