



# Aviation Investigation Final Report

<b>Location:</b>	HAYFORK, California	<b>Accident Number:</b>	LAX00LA228
<b>Date &amp; Time:</b>	June 15, 2000, 11:15 Local	<b>Registration:</b>	N2688N
<b>Aircraft:</b>	Cessna 140	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 Minor, 1 None
<b>Flight Conducted Under:</b>	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)

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

Findings

3. OBJECT - RUNWAY LIGHT

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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

<b>Certificate:</b>	Airline transport; Flight instructor	<b>Age:</b>	36, Male
<b>Airplane Rating(s):</b>	Single-engine land; Multi-engine land	<b>Seat Occupied:</b>	Right
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	Yes
<b>Instructor Rating(s):</b>	Airplane multi-engine; Airplane single-engine	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 1 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	May 22, 2000
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	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

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

## Airport Information

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

## Wreckage and Impact Information

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

## Administrative Information

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