



Aviation Investigation Final Report

Location:	TURNER, Maine	Accident Number:	NYC00LA168
Date & Time:	June 17, 2000, 10:30 Local	Registration:	N2063N
Aircraft:	Cessna 140	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Minor, 1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

After landing on a grass strip, the airplane drifted to the left, into some high grass which was covering an embankment. The airplane went over the embankment and nosed over. The pilot estimated that the grass strip was about 1,800 feet long, and 35 feet wide, and stated he had landed on the strip at other times prior to the accident. He did not report any mechanical malfunctions of the airplane. The pilot reported 450 hours of total flight experience, of which, 350 hours were in 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 failure to maintain directional control after landing. A factor in this accident was the high grass along the runway edge which disguised an embankment.

Findings

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

Findings

1. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

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

Findings

2. (F) TERRAIN CONDITION - GRASS

3. TERRAIN CONDITION - DROP-OFF/DESCENDING EMBANKMENT

Factual Information

On June 17, 2000, about 1030 Eastern Daylight Time, a Cessna 140, N2063N, was substantially damaged while landing at the Twitchell Airport (3B5), Turner, Maine. The certificated private pilot was not injured and a passenger sustained minor injuries. Visual meteorological conditions prevailed and no flight plan was filed for the flight that departed the Limington-Harmon Airport, Limington, Maine. The personal flight was conducted under 14 CFR Part 91.

According to a Federal Aviation Administration (FAA) inspector, the airplane landed in a northwest direction, on a grass strip near the seaplane base at 3B5. During the landing roll, the airplane drifted to the left into some high grass which was covering an embankment. The airplane went over the embankment and nosed over.

The pilot estimated that the grass strip was about 1,800 feet long, and 35 feet wide, and he had landed on the strip at other times prior to the accident. He did not report any mechanical malfunctions of the airplane.

The pilot reported 450 hours of total flight experience, of which, 350 hours were in make and model.

Winds reported at an airport about 10 miles south-southwest of the accident site, at 1035, were from 180 degrees at 9 knots.

Pilot Information

Certificate:	Private	Age:	52, Male
Airplane Rating(s):	Single-engine land; Single-engine sea	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:	January 9, 1999
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	450 hours (Total, all aircraft), 350 hours (Total, this make and model), 410 hours (Pilot In Command, all aircraft), 4 hours (Last 90 days, all aircraft), 3 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N2063N
Model/Series:	140 140	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	12299
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	September 1, 1999 Annual	Certified Max Gross Wt.:	1450 lbs
Time Since Last Inspection:	12 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1674 Hrs	Engine Manufacturer:	Lycoming
ELT:	Installed	Engine Model/Series:	O-235
Registered Owner:	PERRY B. FIELDING	Rated Power:	115 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:	LEW ,288 ft msl	Distance from Accident Site:	10 Nautical Miles
Observation Time:	10:35 Local	Direction from Accident Site:	195°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	9 knots / None	Turbulence Type Forecast/Actual:	/
Wind Direction:	180°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	29°C / 21°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	LIMINGTON (63B)	Type of Flight Plan Filed:	None
Destination:	(3B5)	Type of Clearance:	None
Departure Time:	09:30 Local	Type of Airspace:	Class E

Airport Information

Airport:	TWITCHELL 3B5	Runway Surface Type:	Grass/turf
Airport Elevation:	356 ft msl	Runway Surface Condition:	Dry
Runway Used:	28	IFR Approach:	None
Runway Length/Width:	1800 ft / 35 ft	VFR Approach/Landing:	Full stop

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 Minor	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor, 1 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC): Schiada, Luke

Additional Participating Persons: RON HODGDON; PORTLAND , ME

Original Publish Date: July 17, 2001

Last Revision Date:

Investigation Class: [Class](#)

Note: The NTSB traveled to the scene of this accident.

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=49459>

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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](#).