



Aviation Investigation Final Report

Location:	Morganton, North Carolina	Accident Number:	MIA01LA052
Date & Time:	December 27, 2000, 16:30 Local	Registration:	N143F
Aircraft:	Cessna 305A	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

According to the pilot, following five uneventful full stop landings on Morganton-Lenoir, (NC) Airport's, runway 03, the sixth attempt resulted in a nose over. Observed winds at the time of the accident were reported as calm. The brake system had undergone a brake line repair and the right side tire appeared newer than the left. Brake linings appeared about half worn on both sides, but were fully functional. According to the FAA inspector, there was no evidence of a dragging left brake.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:
The failure of the pilot to maintain aircraft control about the aircraft's lateral axis during landing rollout, and the resultant nose over.

Findings

Occurrence #1: NOSE OVER
Phase of Operation: LANDING - ROLL

Findings

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

Factual Information

On December 27, 2000, about 1630 eastern standard time, a Cessna 305A, N143F, registered to a private individual, operating as a Title 14 CFR Part 91 personal flight, crashed while landing at Morganton-Lenoir Airport, Morganton, North Carolina. Visual meteorological conditions prevailed and no flight plan was filed. The airplane received substantial damage, and the private-rated pilot, the sole occupant, was not injured. The flight originated from a private airstrip about 45 minutes before the accident.

According to the pilot, he had performed three uneventful full-stop landings at a grass strip before proceeding to Morganton-Lenoir Airport for additional practice. After five uneventful full-stop landings on the pavement of runway 3, on the sixth attempt, after a three-point touchdown, the tail started rising until the airplane nosed over. The pilot stated that the throttle was at idle, and he was having to use some wheel braking to maintain aircraft rollout on runway centerline. He also stated that recent brake line work had been accomplished on the airplane.

Inspection of the airplane by an FAA inspector revealed probable wing spar damage and vertical stabilizer spar damage. He stated that the brake linings were about 50 percent worn, that the right tire appeared new, and that both wheels spun freely. The inspector stated that there was no evidence that the left brake may have been binding or dragging during the landings at Morganton-Lenoir Airport.

Pilot Information

Certificate:	Private	Age:	42, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Front
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 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	September 20, 2000
Occupational Pilot:	No	Last Flight Review or Equivalent:	June 17, 2000
Flight Time:	412 hours (Total, all aircraft), 62 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N143F
Model/Series:	305A	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	23488
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	May 18, 2000 Annual	Certified Max Gross Wt.:	2300 lbs
Time Since Last Inspection:	30 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	8370 Hrs at time of accident	Engine Manufacturer:	Continental
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	O-470-15
Registered Owner:	John B. Carlton	Rated Power:	213 Horsepower
Operator:		Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	MRN, 1270 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	16:55 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Scattered / 6500 ft AGL	Visibility	10 miles
Lowest Ceiling:	Overcast / 9000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.03 inches Hg	Temperature/Dew Point:	4°C / -7°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Lenoir, NC (NC27)	Type of Flight Plan Filed:	None
Destination:	Morganton, NC (MRN)	Type of Clearance:	None
Departure Time:	15:45 Local	Type of Airspace:	Class E

Airport Information

Airport:	Morganton-Lenoir MRN	Runway Surface Type:	Asphalt
Airport Elevation:	1270 ft msl	Runway Surface Condition:	Dry
Runway Used:	03	IFR Approach:	None
Runway Length/Width:	4500 ft / 75 ft	VFR Approach/Landing:	Full stop;Traffic pattern

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:	35.824722,-81.611114

Administrative Information

Investigator In Charge (IIC):	Stone, Alan
Additional Participating Persons:	Ralph Carr; FAA; Charlotte, NC
Original Publish Date:	July 30, 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=50856

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