



Aviation Investigation Final Report

Location:	San Jose, California	Accident Number:	LAX01LA111
Date & Time:	March 8, 2001, 09:33 Local	Registration:	N77J
Aircraft:	Cessna 140	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

The pilot reported that, following a normal approach, the airplane bounced slightly on touchdown. As it touched down a second time, the aircraft started to veer to the right and, although he applied left rudder, the plane continued to veer more sharply to the right and a groundloop ensued. The left main landing gear strut collapsed and the aircraft came to rest on the right-hand edge of the runway about 800 feet from the threshold. The pilot reported there were no mechanical malfunctions and that weather was not a factor. The wind was calm.

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 directional control during landing.

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: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: LANDING - ROLL

Findings

2. TERRAIN CONDITION - RUNWAY

Factual Information

On March 8, 2001, at 0933 hours Pacific standard time, a Cessna 140, N77J, was substantially damaged during a landing ground loop at San Jose International Airport, San Jose, California. The student pilot, the sole occupant, was not injured. The local area instructional flight was operated under 14 CFR Part 91 by Ames Flying Club. Visual meteorological conditions prevailed and no flight plan was filed. The flight departed San Jose about 0900.

The pilot reported that, on his sixth landing on runway 29 (4,599 feet long by 100 feet wide), following a normal approach, the airplane bounced slightly on touchdown. As it touched down a second time, the aircraft started to veer to the right and, although he applied left rudder, the plane continued to veer more sharply to the right and a groundloop to the right ensued. The left main landing gear strut collapsed and the aircraft came to rest on the right-hand edge of the runway about 800 feet from the threshold. The pilot reported there were no mechanical malfunctions and that weather was not a factor.

Pilot Information

Certificate:	Student	Age:	64, Male
Airplane Rating(s):	None	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:	December 18, 2000
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	February 26, 2001
Flight Time:	55 hours (Total, all aircraft), 44 hours (Total, this make and model), 8 hours (Pilot In Command, all aircraft), 35 hours (Last 90 days, all aircraft), 14 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N77J
Model/Series:	140	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	11489
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	January 27, 2001 Annual	Certified Max Gross Wt.:	1450 lbs
Time Since Last Inspection:	32 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	4719 Hrs at time of accident	Engine Manufacturer:	Continental
ELT:	Installed, not activated	Engine Model/Series:	C-90
Registered Owner:	Ames Flying Club	Rated Power:	90 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:	SJC, 58 ft msl	Distance from Accident Site:	
Observation Time:	09:30 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	7 miles
Lowest Ceiling:	Broken / 2300 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.21 inches Hg	Temperature/Dew Point:	12°C / 7°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	San Jose, CA (SJC)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	VFR
Departure Time:	09:00 Local	Type of Airspace:	Class C

Airport Information

Airport:	San Jose International SJC	Runway Surface Type:	Asphalt
Airport Elevation:	58 ft msl	Runway Surface Condition:	Dry
Runway Used:	29	IFR Approach:	None
Runway Length/Width:	4599 ft / 100 ft	VFR Approach/Landing:	Touch and go;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:	37.340065,-121.900993(est)

Administrative Information

Investigator In Charge (IIC):	Parker, Richard
Additional Participating Persons:	SHAWN A SKAGGS; FAA FLT STNDS DIST OFFICE; SAN JOSE, CA
Original Publish Date:	November 28, 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=51894

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