



Aviation Investigation Final Report

Location:	San Luis Obispo, California	Accident Number:	LAX01LA260
Date & Time:	July 25, 2001, 14:47 Local	Registration:	N2903N
Aircraft:	Cessna 140	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot made an uneventful three-point touchdown. Thereafter, the airplane veered left, and the pilot applied rudder pressure and engine power to correct for the yawing moment. The pilot reported that the swerve happened so fast he was unable to take effective corrective action. Airplane control was lost and it nosed over.

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 during landing that resulted in dragging the wing and nosing over.

Findings

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

Findings

1. (C) GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
2. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

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

Factual Information

On July 25, 2001, about 1447 Pacific daylight time, a Cessna 140, N2903N, owned and operated by the pilot, ground looped and nosed over during landing rollout on runway 29 at McChesney Field, San Luis Obispo, California. The airplane was substantially damaged, and the private pilot was not injured. Visual meteorological conditions prevailed, and no flight plan was filed for the local area flight that was conducted under 14 CFR Part 91. The flight originated from the airport about 1400.

The pilot reported to the National Transportation Safety Board investigator that he made an uneventful three-point touchdown. Thereafter, the airplane veered left, and he applied rudder pressure and engine power to correct for the yawing moment. The pilot reported "it happened so fast I was unable to make effective correction with rudder pedals." Thereafter, the right wing contacted the runway and the airplane nosed over.

Pilot Information

Certificate:	Private	Age:	72, Male
Airplane Rating(s):	Single-engine land	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:	March 8, 2000
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	July 25, 1999
Flight Time:	582 hours (Total, all aircraft), 398 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N2903N
Model/Series:	140	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	13164
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	February 8, 2001 Annual	Certified Max Gross Wt.:	1450 lbs
Time Since Last Inspection:	18 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	2401 Hrs at time of accident	Engine Manufacturer:	Continental
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	C-85-12
Registered Owner:	Charles W. O'Donnell	Rated Power:	85 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:	SBP,209 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	14:56 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	9 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	210°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.89 inches Hg	Temperature/Dew Point:	22°C / 13°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	San Luis Obispo, CA (SBP)	Type of Flight Plan Filed:	None
Destination:	San Luis Obispo, CA (SBP)	Type of Clearance:	VFR
Departure Time:	14:40 Local	Type of Airspace:	Class D

Airport Information

Airport:	McChesney Field SBP	Runway Surface Type:	Asphalt
Airport Elevation:	209 ft msl	Runway Surface Condition:	Dry
Runway Used:	29	IFR Approach:	None
Runway Length/Width:	4799 ft / 150 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:	35.236946,-120.642219

Administrative Information

Investigator In Charge (IIC):	Pollack, Wayne
Additional Participating Persons:	Dave Witt; FAA Flt Standards Dist Office; San Jose, CA
Original Publish Date:	February 25, 2003
Last Revision Date:	
Investigation Class:	Class
Note:	The NTSB traveled to the scene of this accident.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=52828

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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](#).