



Aviation Investigation Final Report

Location:	Suffolk, Virginia	Accident Number:	NYC03LA102
Date & Time:	May 9, 2003, 14:30 Local	Registration:	N72942
Aircraft:	Cessna 140	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot of the airplane was en route to his home airport when he elected to perform a simulated forced landing over a wheat field. The pilot reported that he reduced power and added carburetor heat. He brought the airplane down to an altitude where the wheels were just above the top of the wheat field, and then he added power for a go-around. The pilot reported that he misjudged his altitude during the go-around, and the wheels made contact with the top of the wheat. The airplane decelerated, sank into the wheat, and came to rest inverted. The pilot reported that there were no problems with the engine when he added power for the go-around.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's misjudgment of his altitude from the wheat field during the execution of a go-around.

Findings

Occurrence #1: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: GO-AROUND (VFR)

Findings

1. (C) ALTITUDE/CLEARANCE - MISJUDGED - PILOT IN COMMAND

Factual Information

On May 9, 2003, about 1430 eastern daylight time, a Cessna 140, N72942, was substantially damaged during a go-around from a simulated forced landing in Suffolk, Virginia. The certificated airline transport pilot was not injured. Visual meteorological conditions prevailed for the personal flight. No flight plan had been filed for the flight that was conducted under 14 CFR Part 91.

The pilot reported that he departed his home base, Franklin Municipal-John Beverley Rose Airport (FKN), Franklin, Virginia, and flew to Hampton Roads Executive Airport (PVG), Norfolk, Virginia, for maintenance. After the maintenance was completed, he flew to Suffolk Municipal Airport (SQF), Suffolk, Virginia, where he performed three touch and go landings, after which he planned to return to Franklin. En route to Franklin, he saw a large wheat field, and elected to perform a practice approach, simulating a forced landing.

The pilot reported that he retarded the power, added carburetor heat, and left the wing flaps retracted. He brought the airplane down to an altitude where the wheels were just above the top of the wheat field. He further stated:

"...[that he] misjudged altitude on go around. AC [aircraft] contacted wheat and nosed over...."

The pilot reported that as he contacted the wheat, the airplane decelerated, and continued to sink further into the wheat. The pilot reported that there were no problems with the engine when he added power for the go-around.

According to an inspector from the Federal Aviation Administration (FAA), the vertical stabilizer and rudder were bent. In addition, the right wing and right wing strut were also bent.

Pilot Information

Certificate:	Airline transport; Commercial; Flight engineer; Private	Age:	56, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	November 14, 2002
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	March 7, 2003
Flight Time:	18000 hours (Total, all aircraft), 100 hours (Total, this make and model), 8550 hours (Pilot In Command, all aircraft), 110 hours (Last 90 days, all aircraft), 48 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N72942
Model/Series:	140	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	10140
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	May 1, 2002 Annual	Certified Max Gross Wt.:	1450 lbs
Time Since Last Inspection:	11 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	3269 Hrs at time of accident	Engine Manufacturer:	Continental
ELT:	Installed, not activated	Engine Model/Series:	C 85- 12F
Registered Owner:	David M Miller	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:	SFQ,72 ft msl	Distance from Accident Site:	4 Nautical Miles
Observation Time:	14:40 Local	Direction from Accident Site:	32°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	100°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.89 inches Hg	Temperature/Dew Point:	28°C / 19°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Hampton Roads, VA (PVG)	Type of Flight Plan Filed:	None
Destination:	Franklin, VA (FKN)	Type of Clearance:	None
Departure Time:	14:15 Local	Type of Airspace:	Class G

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:	36.612499,-76.625274

Administrative Information

Investigator In Charge (IIC):	Hancock, Robert
Additional Participating Persons:	Fritz Heunemann; Federal Aviation Administration; Richmond, VA
Original Publish Date:	February 5, 2004
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=56962

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