



Aviation Investigation Final Report

Location:	Anchorage, Alaska	Accident Number:	ANC03LA058
Date & Time:	June 10, 2003, 21:00 Local	Registration:	N9667A
Aircraft:	Cessna 140A	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported he was practicing short field landings in his tailwheel-equipped airplane on a gravel airstrip. He said he applied the brakes excessively during the landing roll, while the tailwheel was still off the ground. The airplane subsequently nosed over, and received structural damage to the vertical stabilizer.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's excessive application of the brakes during the landing roll of a short field landing, which resulted in the airplane nosing over.

Findings

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

Findings

1. (C) BRAKES(NORMAL) - EXCESSIVE - PILOT IN COMMAND

Factual Information

On June 10, 2003, about 2100 Alaska daylight time, a tailwheel-equipped Cessna 140A airplane, N9667A, sustained substantial damage when it nosed over during the landing roll at the Goose Bay airstrip, located about 13 miles north of Anchorage, Alaska. The solo private pilot/airplane owner received minor injuries. The Title 14, CFR Part 91 local personal flight operated in day visual meteorological conditions without a flight plan. The flight departed Merrill Field, Anchorage, about 2000.

During a telephone conversation with the NTSB investigator-in-charge (IIC) on June 11, the pilot reported that he was practicing short field landings on the gravel airstrip. On the accident landing, he said he applied the main landing gear wheel brakes too hard while the airplane's tailwheel was still off the ground, and the airplane nosed over. The airplane received structural damage to the vertical stabilizer. The pilot indicated that there were no preimpact mechanical problems with the airplane.

Pilot Information

Certificate:	Private	Age:	32, 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:	August 9, 2000
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	December 20, 2002
Flight Time:	275 hours (Total, all aircraft), 260 hours (Total, this make and model), 228 hours (Pilot In Command, all aircraft), 94 hours (Last 90 days, all aircraft), 25 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N9667A
Model/Series:	140A	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal; Utility	Serial Number:	15388
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	October 6, 2002 Annual	Certified Max Gross Wt.:	1500 lbs
Time Since Last Inspection:	226 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	3320 Hrs as of last inspection	Engine Manufacturer:	Continental
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	C-90-14F
Registered Owner:	Shawn J. Deford	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:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:		Visibility	10 miles
Lowest Ceiling:	Overcast / 5000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	16°C
Precipitation and Obscuration:	Light - None - Rain		
Departure Point:	Anchorage, AK (MRI)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	20:00 Local	Type of Airspace:	Class G

Airport Information

Airport:	Goose Bay Z40	Runway Surface Type:	Gravel
Airport Elevation:	78 ft msl	Runway Surface Condition:	Wet
Runway Used:	25	IFR Approach:	None
Runway Length/Width:	3000 ft / 75 ft	VFR Approach/Landing:	Full stop;Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor	Latitude, Longitude:	61.394443,-149.84555

Administrative Information

Investigator In Charge (IIC): LaBelle, James

Additional Participating Persons: Austin Coller; FAA, Anchorage Flight Standards District Office; Anchorage, AK

Original Publish Date: November 25, 2003

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.ntsb.gov/Docket?ProjectID=57197>

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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](#).