



# Aviation Investigation Final Report

<b>Location:</b>	Cunningham, Kansas	<b>Accident Number:</b>	DEN06CA106
<b>Date &amp; Time:</b>	July 27, 2006, 19:00 Local	<b>Registration:</b>	N89669
<b>Aircraft:</b>	Cessna 140	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

According to the pilot, he "did not feel [he] was gaining the speed [he] needed for rotation" and aborted the takeoff roll. The airplane drifted to the right and the right main landing gear "got into the mud on the right side of the runway." The airplane nosed over resulting in substantial damage. An examination of the airplane's systems revealed no anomalies.

## 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 the aborted takeoff. A contributing factor was the mud.

## Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER  
Phase of Operation: TAKEOFF - ABORTED

### Findings

1. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND  
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Occurrence #2: NOSE OVER  
Phase of Operation: TAKEOFF - ABORTED

Findings

2. (F) TERRAIN CONDITION - MUDDY

## Factual Information

According to the Pilot/Operator Aircraft Accident/Incident Report form submitted by the pilot, he "did not feel [he] was gaining the speed [he] needed for rotation" and aborted the takeoff. The airplane drifted to the right and the right main landing gear "got into the mud on the right side of the runway" and the airplane nosed over. According to the Federal Aviation Administration inspector who examined the airplane, the right wing was bent up 45 degrees, 3 feet inboard from the tip. The fuselage was wrinkled behind the cabin door and the vertical stabilizer was bent 45 degrees at the fuselage. An examination of the airplane's systems revealed no anomalies.

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	56, Male
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 With waivers/limitations	<b>Last FAA Medical Exam:</b>	April 1, 2006
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	800 hours (Total, all aircraft), 60 hours (Total, this make and model), 760 hours (Pilot In Command, all aircraft), 15 hours (Last 90 days, all aircraft), 4 hours (Last 30 days, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	N89669
<b>Model/Series:</b>	140	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	8717
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	June 1, 2005 Annual	<b>Certified Max Gross Wt.:</b>	1450 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	2662 Hrs at time of accident	<b>Engine Manufacturer:</b>	Continental
<b>ELT:</b>	Installed, activated, did not aid in locating accident	<b>Engine Model/Series:</b>	C-85-12
<b>Registered Owner:</b>	On file	<b>Rated Power:</b>	85 Horsepower
<b>Operator:</b>	On file	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	P28	<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>	18:56 Local	<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	8 knots / 16 knots	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	70°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	29.89 inches Hg	<b>Temperature/Dew Point:</b>	26°C / 21°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Cunningham, KS	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Cunningham, KS	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	19:00 Local	<b>Type of Airspace:</b>	

## Airport Information

<b>Airport:</b>	Private Strip N/A	<b>Runway Surface Type:</b>	Dirt
<b>Airport Elevation:</b>		<b>Runway Surface Condition:</b>	Soft
<b>Runway Used:</b>	18	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>		<b>VFR Approach/Landing:</b>	None

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 None	<b>Latitude, Longitude:</b>	37.7,-98.754722

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Kaiser, Jennifer
<b>Additional Participating Persons:</b>	John Parsons; FAA Flight Standards District Office; Wichita, KS
<b>Original Publish Date:</b>	October 31, 2006
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	This accident report documents the factual circumstances of this accident as described to the NTSB.
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=64220">https://data.nts.gov/Docket?ProjectID=64220</a>

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