



Aviation Investigation Final Report

Location:	Murrieta, California	Accident Number:	SEA07CA054
Date & Time:	January 23, 2007, 13:30 Local	Registration:	N2006V
Aircraft:	Cessna 140	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

According to the pilot, after landing on runway 36 and while exiting the runway onto a taxiway, the airplane nosed over and came to rest inverted. The pilot stated that he probably hit the toe brakes or a gust of wind blew the airplane over. There is no official weather reporting station at the airport; however, in his written statement the pilot said that the winds were light and variable.

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 brakes during taxi after landing, resulting in a nose over.

Findings

Occurrence #1: NOSE OVER
Phase of Operation: TAXI - FROM LANDING

Findings

1. TERRAIN CONDITION - GROUND
2. (C) BRAKES(NORMAL) - EXCESSIVE - PILOT IN COMMAND

Factual Information

According to the pilot, after landing on runway 36 and while exiting the runway onto a taxiway, he lost control of the airplane, and it nosed over and came to rest inverted. The pilot stated that he probably hit the toe brakes or a gust of wind blew the airplane over. There is no weather reporting station at the airport, and the pilot did not provide an estimate of the wind direction and speed.

Pilot Information

Certificate:	Airline transport; Flight engineer; Flight instructor	Age:	62, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine; Instrument airplane	Toxicology Performed:	No
Medical Certification:	Class 1 With waivers/limitations	Last FAA Medical Exam:	December 1, 2003
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	18000 hours (Total, all aircraft), 4 hours (Total, this make and model), 7000 hours (Pilot In Command, all aircraft)		

Flight instructor Information

Certificate:	Airline transport; Flight engineer; Flight instructor	Age:	65, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine; Instrument airplane	Toxicology Performed:	No
Medical Certification:	Class 1 With waivers/limitations	Last FAA Medical Exam:	February 1, 2006
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	30000 hours (Total, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N2006V
Model/Series:	140	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	14217
Landing Gear Type:	Tailwheel	Seats:	
Date/Type of Last Inspection:		Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Continental
ELT:		Engine Model/Series:	C-85-12F
Registered Owner:	On file	Rated Power:	
Operator:	On file	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:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	24°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Upland, CA (CCB)	Type of Flight Plan Filed:	None
Destination:	Murrieta, CA (F70)	Type of Clearance:	None
Departure Time:		Type of Airspace:	

Airport Information

Airport:	French Valley F70	Runway Surface Type:	Asphalt
Airport Elevation:		Runway Surface Condition:	Dry
Runway Used:	36	IFR Approach:	None
Runway Length/Width:	6000 ft / 75 ft	VFR Approach/Landing:	

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	
Total Injuries:	2 None	Latitude, Longitude:	33.574165,-117.128608

Administrative Information

Investigator In Charge (IIC): Struhsaker, Georgia

Additional Participating Persons:

Original Publish Date: April 25, 2007

Last Revision Date:

Investigation Class: [Class](#)

Note: This accident report documents the factual circumstances of this accident as described to the NTSB.

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=65199>

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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](#).