



Aviation Investigation Final Report

Location:	Van Nuys, California	Accident Number:	LAX07LA081
Date & Time:	December 30, 2006, 11:00 Local	Registration:	N9198Z
Aircraft:	Cessna 140	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

During the landing rollout, directional control of the conventional gear airplane was lost, and it moved from left to right on the runway. As the airplane began to veer off to the right side of the runway, the certified flight instructor (CFI) applied left rudder in an attempt to return the airplane back to runway centerline. The airplane continued off the runway and was headed towards an airport sign when the CFI applied the brakes. The airplane went up on its nose and structural damage was incurred to the firewall and adjacent structural members. Both pilots reported no preimpact mechanical malfunctions with the airplane. The accident was reported 2 months later, following routine maintenance surveillance at the airport by an FAA airworthiness inspector.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: Failure of the pilot under instruction to maintain directional control of the airplane and the flight instructor's inadequate supervision.

Findings

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

Findings

1. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - DUAL STUDENT
2. (C) SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)
3. GROUND LOOP/SWERVE - NOT COORDINATED/DISSEMINATED - FLIGHTCREW

Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER

Phase of Operation: LANDING - ROLL

Findings

4. TERRAIN CONDITION - RUNWAY

Factual Information

On December 30, 2006, at 1100 Pacific standard time, a Cessna 140, N9198Z, experienced a loss of control on the landing rollout and came to rest in a nose down attitude on runway 16L at Van Nuys Airport (VNY), Van Nuys, California. The pilot/owner operated the airplane under the provisions of 14 CFR Part 91. The airplane sustained substantial damage. The certified flight instructor (CFI) and the private pilot/owner under instruction were not injured. The local instructional flight departed Whiteman Airport (WHP), Los Angeles, California, about 1030, with a planned destination of Van Nuys. Visual meteorological conditions prevailed and no flight plan had been filed.

In a written report to the National Transportation Safety Board, the CFI stated that the purpose of the flight was to provide conventional landing gear (tail dragger) flight training to the pilot/owner. The pilot/owner had recently purchased the airplane and needed to obtain a tailwheel endorsement. The CFI indicated that the pilot under instruction had full flight control authority of the airplane on the flight and landing. During the landing rollout, the pilot under instruction was still operating the airplane; it veered to the right, and the CFI applied left rudder in an attempt to return to runway centerline. As the airplane continued off the runway towards an airport sign, the brakes were applied. The nose dropped, the propeller blades struck the runway, and the airplane came to rest on its nose.

The owner, who was undergoing instruction, also submitted a written report to the Safety Board. He stated that the airplane was moving from the left to right during the landing roll. He believed it was the CFI that overcorrected the airplane and then "pushed a little too hard on the brakes," which put the airplane up on its nose.

Both pilots reported no preimpact mechanical malfunctions or failures with the airframe or engine.

The accident was reported to the Safety Board on February 4, 2007, following routine maintenance surveillance by a Federal Aviation Administration (FAA) airworthiness inspector. The FAA airworthiness inspector examined the airplane and noted structural damage to the firewall and adjacent structural members.

Flight instructor Information

Certificate:	Commercial; Flight instructor	Age:	40, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Right
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane single-engine	Toxicology Performed:	No
Medical Certification:	Class 2 Without waivers/limitations	Last FAA Medical Exam:	March 1, 2006
Occupational Pilot:	No	Last Flight Review or Equivalent:	November 1, 2006
Flight Time:	800 hours (Total, all aircraft), 30 hours (Total, this make and model), 775 hours (Pilot In Command, all aircraft), 50 hours (Last 90 days, all aircraft), 15 hours (Last 30 days, all aircraft)		

Student pilot Information

Certificate:	Private	Age:	43, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 With waivers/limitations	Last FAA Medical Exam:	January 1, 2007
Occupational Pilot:	No	Last Flight Review or Equivalent:	December 1, 2006
Flight Time:	1100 hours (Total, all aircraft), 10 hours (Total, this make and model), 50 hours (Last 90 days, all aircraft), 15 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N9198Z
Model/Series:	140	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	10629
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	December 1, 2006 Annual	Certified Max Gross Wt.:	1500 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	2200 Hrs	Engine Manufacturer:	Lycoming
ELT:	Not installed	Engine Model/Series:	O-235
Registered Owner:	On file	Rated Power:	110 Horsepower
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:	VNY,802 ft msl	Distance from Accident Site:	
Observation Time:	10:30 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Few / 25000 ft AGL	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.2 inches Hg	Temperature/Dew Point:	15°C / -4°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Los Angeles, CA (WHP)	Type of Flight Plan Filed:	None
Destination:	Van Nuys, CA (VNY)	Type of Clearance:	None
Departure Time:	10:30 Local	Type of Airspace:	

Airport Information

Airport:	Van Nuys VNY	Runway Surface Type:	Asphalt
Airport Elevation:	802 ft msl	Runway Surface Condition:	Dry
Runway Used:	16L	IFR Approach:	None
Runway Length/Width:	4011 ft / 75 ft	VFR Approach/Landing:	Full stop;Traffic pattern

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	34.216388,-118.494445

Administrative Information

Investigator In Charge (IIC):	Cornejo, Tealeye
Additional Participating Persons:	Frank Motter; Federal Aviation Administration; Van Nuys, CA
Original Publish Date:	December 20, 2007
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=65242

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](#).