



Aviation Investigation Final Report

Location:	Winner, South Dakota	Accident Number:	CHI07CA122
Date & Time:	April 26, 2007, 19:00 Local	Registration:	N72953
Aircraft:	Cessna 140	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The airplane was substantially damaged when it nosed over after landing on the 2900-foot-long by 150-foot-wide turf runway. The pilot stated the condition of the turf runway as being mowed and slightly damp. He stated that another aircraft was coming in to the airport, and thought that he should stop before getting to the intersecting runway. When he landed, he said he tapped the brakes on accident and the airplane nosed over

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's excessive use of braking during the landing roll, causing the aircraft to nose over.

Findings

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

Findings

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

Factual Information

The airplane was substantially damaged when it nosed over during a landing roll on a 2,900-foot long by 150-foot wide turf runway. The pilot stated that as he was landing on the turf runway, another airplane announced that it was landing on the intersecting paved runway. The pilot decided he needed to stop his airplane prior to reaching the intersection. The airplane nosed over when he applied the brakes.

Pilot Information

Certificate:	Private	Age:	24, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 1 Without waivers/limitations	Last FAA Medical Exam:	January 1, 2006
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	88 hours (Total, all aircraft), 26 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N72953
Model/Series:	140	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	10151
Landing Gear Type:	Tailwheel	Seats:	2
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
Registered Owner:	On file	Rated Power:	85 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:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:		Visibility	
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:			
Departure Point:	Winner, SD (SFD)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	06:30 Local	Type of Airspace:	

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	
Total Injuries:	1 None	Latitude, Longitude:	43.390277,-99.842224

Administrative Information

Investigator In Charge (IIC): Brannen, John

Additional Participating Persons:

Original Publish Date: June 27, 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=65843>

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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](#).