



Aviation Investigation Final Report

Location:	Dayton, Tennessee	Accident Number:	NYC08CA120
Date & Time:	March 2, 2008, 13:55 Local	Registration:	N3536V
Aircraft:	Cessna 140	Aircraft Damage:	Substantial
Defining Event:	Hard landing	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot of the Cessna 140 was practicing crosswind landings. He stated that during the landing attempt, he flared the airplane "too soon." The airplane bounced hard on the runway, and began to bank left. The pilot corrected with aileron and rudder, and the airplane tracked to the right. The left main landing gear made contact with the runway, and separated from the airframe. The propeller, fuselage belly, and left wingtip contacted the runway surface, and the airplane came to rest. The airplane sustained substantial damage to the firewall. The pilot reported no mechanical anomalies with the airplane.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's improper flare, which resulted in a hard landing.

Findings

Environmental issues	(general) - Not specified
Aircraft	Landing flare - Incorrect use/operation

Factual Information

History of Flight

Landing-flare/touchdown	Hard landing (Defining event)
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Pilot Information

Certificate:	Private	Age:	57, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
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 3 With waivers/limitations	Last FAA Medical Exam:	August 1, 2006
Occupational Pilot:	No	Last Flight Review or Equivalent:	August 1, 2007
Flight Time:	100 hours (Total, all aircraft), 20 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N3536V
Model/Series:	140	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	14805
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	February 1, 2008 Annual	Certified Max Gross Wt.:	1450 lbs
Time Since Last Inspection:	1.5 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	2848 Hrs as of last inspection	Engine Manufacturer:	Continental
ELT:	Installed, not activated	Engine Model/Series:	O-200
Registered Owner:	On file	Rated Power:	100 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:	CSV,1881 ft msl	Distance from Accident Site:	29 Nautical Miles
Observation Time:	13:53 Local	Direction from Accident Site:	345°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	10 knots / 17 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	180°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.12 inches Hg	Temperature/Dew Point:	18°C / 4°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Dayton, TN (2A0)	Type of Flight Plan Filed:	None
Destination:	Dayton, TN	Type of Clearance:	None
Departure Time:	13:20 Local	Type of Airspace:	

Airport Information

Airport:	Mark Anton Airport 2A0	Runway Surface Type:	Asphalt
Airport Elevation:	719 ft msl	Runway Surface Condition:	Dry
Runway Used:	21	IFR Approach:	None
Runway Length/Width:	5000 ft / 75 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	35.48611,-84.931114

Administrative Information

Investigator In Charge (IIC):	Simpson, Elliott
Additional Participating Persons:	Wes Jones; FAA/FSDO; Nashville, TN
Original Publish Date:	March 31, 2008
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=67611

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