



Aviation Investigation Final Report

Location:	Lowman, Idaho	Accident Number:	SEA08CA186
Date & Time:	August 16, 2008, 10:30 Local	Registration:	N1161D
Aircraft:	Cessna 140A	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

After touching down on the grass/turf airstrip in a tailwheel equipped airplane, the pilot failed to maintain directional control. As the pilot was attempting to regain control of the airplane, it ground looped, resulting in the collapse of one of the main landing gear legs. In addition to the collapse of the landing gear leg, the accident sequence resulted in the bending of internal structure of the right wing. According to the pilot, there were no issues with the flight controls or the tail wheel steering system.

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 landing roll.

Findings

Aircraft	Directional control - Not attained/maintained
Aircraft	Main landing gear - Capability exceeded

Factual Information

History of Flight

Landing-landing roll	Loss of control on ground (Defining event)
Landing-landing roll	Landing gear collapse

Pilot Information

Certificate:	Private	Age:	48, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Class 3 With waivers/limitations	Last FAA Medical Exam:	July 1, 2007
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	180 hours (Total, all aircraft), 32 hours (Total, this make and model), 33 hours (Last 90 days, all aircraft), 10 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N1161D
Model/Series:	140A	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	15724
Landing Gear Type:	Tailwheel	Seats:	
Date/Type of Last Inspection:	April 1, 2008 Annual	Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	2644 Hrs as of last inspection	Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	O-290-D2
Registered Owner:	Marcella Towner	Rated Power:	
Operator:		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:	Clear	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:	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Idaho city, ID (U98)	Type of Flight Plan Filed:	None
Destination:	Lowman, ID (OU1)	Type of Clearance:	None
Departure Time:		Type of Airspace:	

Airport Information

Airport:	Warm Springs Creek Airport 0U1	Runway Surface Type:	Grass/turf
Airport Elevation:	4831 ft msl	Runway Surface Condition:	Dry
Runway Used:	02	IFR Approach:	None
Runway Length/Width:	2850 ft / 135 ft	VFR Approach/Landing:	Full stop

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:	44.142223,-115.314445

Administrative Information

Investigator In Charge (IIC):	Anderson, Orrin
Additional Participating Persons:	Federal Aviation Administration; Boise, ID
Original Publish Date:	September 26, 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.ntsb.gov/Docket?ProjectID=68726

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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](#).