



Aviation Investigation Final Report

Location:	Quincy, Florida	Accident Number:	ERA11CA322
Date & Time:	May 26, 2011, 11:00 Local	Registration:	N1137D
Aircraft:	Cessna 140A	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The commercial pilot stated that the private pilot had just purchased the tailwheel-equipped airplane and asked the commercial pilot to accompany him on a flight around the airport traffic pattern in order to familiarize himself with it. The commercial pilot stated that the private pilot exhibited difficulty taxiing the airplane due to weakness on the left side of his body from a stroke sustained several years prior. The private pilot taxied to the runway and applied full engine power to take off; during the takeoff roll the airplane veered off the runway and into the grass on the right side of the runway. The commercial pilot stated that he attempted to apply control inputs to correct the airplane's path, but the airplane nosed over and the propeller impacted the ground. A postaccident examination revealed substantial damage to the engine firewall and right wing. The investigation found no mechanical malfunctions or anomalies with the airplane that would have precluded normal operation.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The private pilot's inability to maintain directional control of the airplane during the takeoff roll.

Findings

Aircraft	Directional control - Not specified
Personnel issues	Illness/injury - Pilot

Factual Information

History of Flight

Takeoff	Loss of control on ground (Defining event)
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Pilot Information

Certificate:	Private	Age:	70, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	None	Last FAA Medical Exam:	
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	2000 hours (Total, all aircraft), 0 hours (Total, this make and model)		

Other flight crew Information

Certificate:	Commercial	Age:	58, Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land	Seat Occupied:	Right
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 2 With waivers/limitations	Last FAA Medical Exam:	May 2, 2011
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	5500 hours (Total, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N1137D
Model/Series:	140A	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	15700
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	1450 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Continental Motors
ELT:		Engine Model/Series:	C85
Registered Owner:	Robert G Bevil	Rated Power:	85 Horsepower
Operator:	Robert G Bevil	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	TLH,81 ft msl	Distance from Accident Site:	16 Nautical Miles
Observation Time:	10:53 Local	Direction from Accident Site:	140°
Lowest Cloud Condition:	Scattered / 2600 ft AGL	Visibility	10 miles
Lowest Ceiling:	Broken / 3300 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.98 inches Hg	Temperature/Dew Point:	28°C / 19°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Quincy, FL (2J9)	Type of Flight Plan Filed:	None
Destination:	Quincy, FL (2J9)	Type of Clearance:	None
Departure Time:		Type of Airspace:	

Airport Information

Airport:	Quincy Municipal Airport 2J9	Runway Surface Type:	Asphalt
Airport Elevation:	225 ft msl	Runway Surface Condition:	Unknown
Runway Used:	32	IFR Approach:	None
Runway Length/Width:	2964 ft / 75 ft	VFR Approach/Landing:	None

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:	30.597778,-84.55722(est)

Administrative Information

Investigator In Charge (IIC):	Diaz, Dennis
Additional Participating Persons:	Dave Bear; FAA/FSDO; Orlando, FL
Original Publish Date:	December 19, 2011
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=79282

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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](#).