



Aviation Investigation Final Report

Location:	Kent, Washington	Accident Number:	WPR11CA408
Date & Time:	August 27, 2011, 10:36 Local	Registration:	N2719N
Aircraft:	Cessna 140	Aircraft Damage:	Substantial
Defining Event:	Nose over/nose down	Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

The certified flight instructor (CFI) and his student were practicing landings in a tailwheel-configured airplane in preparation for the student's first solo. On the fourth landing the student inadvertently applied brakes during the landing roll, which resulted in the airplane nosing over, causing substantial damage to the fuselage and tail. The CFI stated that the airplane and engine had no mechanical failures or malfunctions during the flight.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The student pilot's inadvertent application of the brakes during the landing roll, which resulted in the airplane nosing over.

Findings

Personnel issues	Incorrect action performance - Student/instructed pilot
Aircraft	Brake - Unintentional use/operation

Factual Information

History of Flight

Landing-landing roll	Nose over/nose down (Defining event)
Landing-landing roll	Runway excursion

Flight instructor Information

Certificate:	Airline transport; Flight instructor	Age:	55, 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):	Airplane multi-engine; Airplane single-engine; Instrument airplane	Toxicology Performed:	No
Medical Certification:	Class 1 Without waivers/limitations	Last FAA Medical Exam:	June 3, 2011
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	July 15, 2010
Flight Time:	16000 hours (Total, all aircraft), 20 hours (Total, this make and model)		

Student pilot Information

Certificate:	Student	Age:	26, Male
Airplane Rating(s):	None	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:	Class 3 Without waivers/limitations	Last FAA Medical Exam:	August 15, 2011
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	8 hours (Total, all aircraft), 8 hours (Total, this make and model), 8 hours (Last 90 days, all aircraft), 8 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N2719N
Model/Series:	140	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	12977
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	April 21, 2011 Annual	Certified Max Gross Wt.:	1450 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	4439 Hrs	Engine Manufacturer:	CONT MOTOR
ELT:	Installed, not activated	Engine Model/Series:	C85 SERIES
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:	KRNT	Distance from Accident Site:	11 Nautical Miles
Observation Time:	10:53 Local	Direction from Accident Site:	100°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	3 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	340°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.05 inches Hg	Temperature/Dew Point:	22°C / 15°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Renton, WA (KRNT)	Type of Flight Plan Filed:	None
Destination:	Kent, WA (KS36)	Type of Clearance:	None
Departure Time:	10:00 Local	Type of Airspace:	

Airport Information

Airport:	Kent KS36	Runway Surface Type:	Asphalt
Airport Elevation:		Runway Surface Condition:	Dry
Runway Used:	15	IFR Approach:	None
Runway Length/Width:	3288 ft / 40 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:	47.337223,-122.103614(est)

Administrative Information

Investigator In Charge (IIC):	McKenny, Van
Additional Participating Persons:	William Shinn; Federal Aviation Administration; Seattle, WA
Original Publish Date:	November 3, 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=81609

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](#).