



Aviation Investigation Final Report

Location:	Lancaster, South Carolina	Accident Number:	ERA13CA208
Date & Time:	April 18, 2013, 14:30 Local	Registration:	N76688
Aircraft:	Cessna 140	Aircraft Damage:	Substantial
Defining Event:	Miscellaneous/other	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot stated that before he departed for a local flight, the wind was “squirrely and swapping around” and that at takeoff the wind favored runway 21. After flying for about 15 to 20 minutes, the pilot returned to the departure airport and flew over it to observe the windsock, which indicated the wind had shifted and now favored runway 3. He entered the airport traffic pattern for runway 3 and perceived that the ground speed was “a little fast” during the approach to land. He continued the approach and touched down about 1/3 down the runway and perceived that the groundspeed was now “real fast.” Because the airplane was tailwheel equipped, the pilot did not apply the brakes; instead, he added power to go around, reporting that the engine responded normally. The pilot said that the airplane barely cleared the power lines off the end of the runway with marginal airspeed, and then stalled/mushed into the trees beyond the power lines. The pilot also reported that he was not aware of any preimpact failure or malfunction that would have precluded normal operations of the airplane, engine, or engine systems.

A postaccident examination of the airplane revealed that the carburetor heat was on, the fuel selector was off, and the throttle was full forward. A weather observation taken about 23 minutes after the accident at an airport located about 13 nautical miles north of the accident airport indicated that the wind was from 200 degrees at 5 knots.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot’s decision to land with a tailwind and his failure to turn off the carburetor heat during

a go-around, which resulted in degraded engine performance and the airplane's subsequent collision with trees at the end of the runway.

Findings

Personnel issues	Decision making/judgment - Pilot
Aircraft	(general) - Incorrect use/operation
Environmental issues	Tree(s) - Contributed to outcome
Aircraft	Powerplant parameters - Attain/maintain not possible

Factual Information

History of Flight

Approach-VFR pattern final	Miscellaneous/other
Approach-VFR go-around	Miscellaneous/other (Defining event)
Approach-VFR go-around	Collision with terr/obj (non-CFIT)

Pilot Information

Certificate:	Private	Age:	79, 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:	January 31, 2012
Occupational Pilot:	No	Last Flight Review or Equivalent:	October 31, 2011
Flight Time:	334 hours (Total, all aircraft), 70 hours (Total, this make and model), 271 hours (Pilot In Command, all aircraft), 3 hours (Last 90 days, all aircraft), 1 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N76688
Model/Series:	140	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	10861
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	December 4, 2012 Annual	Certified Max Gross Wt.:	1450 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	2159 Hrs as of last inspection	Engine Manufacturer:	CONT MOTOR
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	C85-12
Registered Owner:	WIESE JERRY W	Rated Power:	85 Horsepower
Operator:	WIESE JERRY W	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	EQY,683 ft msl	Distance from Accident Site:	13 Nautical Miles
Observation Time:	14:53 Local	Direction from Accident Site:	19°
Lowest Cloud Condition:	Scattered / 7500 ft AGL	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	200°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.1 inches Hg	Temperature/Dew Point:	26°C / 15°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Lancaster, SC (SC76)	Type of Flight Plan Filed:	None
Destination:	Lancaster, SC (SC76)	Type of Clearance:	None
Departure Time:	14:10 Local	Type of Airspace:	

Airport Information

Airport:	Unity Aerodrome SC76	Runway Surface Type:	Grass/turf
Airport Elevation:	640 ft msl	Runway Surface Condition:	Dry
Runway Used:	03	IFR Approach:	None
Runway Length/Width:	2600 ft / 100 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:	None
Total Injuries:	1 None	Latitude, Longitude:	34.802501,-80.68(est)

Administrative Information

Investigator In Charge (IIC):	Monville, Timothy
Additional Participating Persons:	Todd Clamp; FAA FSDO; West Columbia, SC
Original Publish Date:	August 13, 2013
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=86675

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