



Aviation Investigation Final Report

Location:	Vernon, Texas	Accident Number:	CEN13CA399
Date & Time:	July 2, 2013, 08:25 Local	Registration:	N72343
Aircraft:	Cessna 140	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	1 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

During the takeoff roll from a narrow, dirt, private strip, the pilot stated that the airplane veered to the left. In an attempt to realign the airplane with the runway centerline, he applied excessive right brake, overcorrected, and the airplane nosed over. The pilot reported no preaccident mechanical malfunctions or failures 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 pilot's excessive use of wheel brakes during the takeoff roll, which resulted in a nose-over.

Findings

Personnel issues	Incorrect action selection - Pilot
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Factual Information

History of Flight

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

Certificate:	Private	Age:	22, 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 Unknown	Last FAA Medical Exam:	December 1, 2011
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	151 hours (Total, all aircraft), 20 hours (Total, this make and model), 50 hours (Last 90 days, all aircraft), 30 hours (Last 30 days, all aircraft), 0 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N72343
Model/Series:	140	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	9527
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	July 1, 2013 Annual	Certified Max Gross Wt.:	1450 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	CONT MOTOR
ELT:	Installed, not activated	Engine Model/Series:	C85 SERIES
Registered Owner:	AYDELOTT DONALD R	Rated Power:	85 Horsepower
Operator:	AYDELOTT DONALD R	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KF05,1265 ft msl	Distance from Accident Site:	9 Nautical Miles
Observation Time:	08:15 Local	Direction from Accident Site:	343°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	20°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.18 inches Hg	Temperature/Dew Point:	21°C / 7°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Vernon, TX (None)	Type of Flight Plan Filed:	None
Destination:	Vernon, TX (None)	Type of Clearance:	None
Departure Time:		Type of Airspace:	

Airport Information

Airport:	Private dirt strip None	Runway Surface Type:	
Airport Elevation:	1265 ft msl	Runway Surface Condition:	
Runway Used:		IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor	Latitude, Longitude:	34.071109,-99.253608(est)

Administrative Information

Investigator In Charge (IIC):	Folkerts, Michael
Additional Participating Persons:	Craig Patterson; Federal Aviation Administration; Lubbock, TX
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=87418

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](#).